Grand Prix international

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N°2 SEPTEMBER 22 1980 – GREAT BRITAIN 85 p. – CANADA $ 2.95

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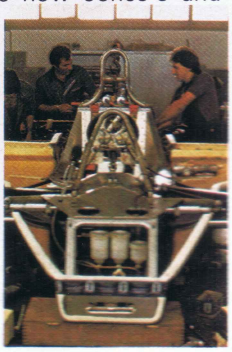

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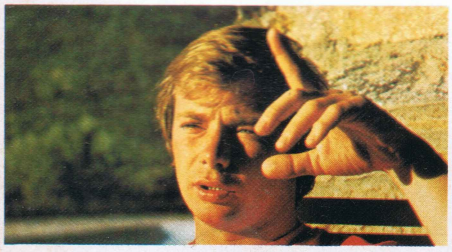

Page 52 : Pironi lives a fast life, and not only in racing cars. We talked to him during a brief stay on the Côte d'Azur, at an important stage of his life when he was organising his transfer to a new team.

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Grand·Prix international

N°26 (CANADA and USA EAST) WILL BE ON SALE ON OCTOBER 14.

210.500 copies of this issue have been published.

HAVE PATIENCE

As Commendatore Enzo Ferrari said the day after Italian Grand Prix, one has to be patient. Three days in Imola brought no conclusions to three of the burning questions in Formula One.

The first twelve races in this year's World Champioship have produced two contenders for the title. Nelson Piquet and Alan Jones are almost equal in the series with two races to go. Piquet has dominated recent races, but Jones has Reutemann's support, and the Williams team aren't going to take the Brabham challenge lying down. It's impossible to tell who's going to come off best.

Ferrari's 126C made a few tentative and promising steps towards its first Grand Prix at Imola. Will it be a winner ? And can Ferrari's new driver team of Villeneuve and Pironi work together to make it a success ? Villeneuve and Scheckter have worked well together. Will Pironi fit in as well, or will he be a worry to the team ? More questions for the future.

Finally, what of Formula One itself ? There were no positive moves towards any conclusion in the FOCA-FISA dispute at Imola. The political front was quiet, but it can't be so quiet for very much longer. Crisis point approaches. A political solution must be found. There are many burning questions in Formula One currently, and we're going to have to be patient before we know the answers.

The Formula One magazine is published 10 days after each Grand Prix.

GRAND PRIX PUBLICATIONS Ltd., Group Print House, 24/32 Pottery Lane, London W 11. Tel. : 01-727 2734, 01-221 1721/5454. TELEX : 21882 BUSBRO. PUBLISHING DIRECTOR : Michel A. Konig. MANAGING DIRECTOR : Graham J. Rogers. INTERNATIONAL CO-ORDINATION : Doreen Rogers. ADVERTISEMENT : Stewart St Clair-Pearce. EDITORIAL : CHIEF EDITOR : Eric Bhat. ASSISTANT EDITOR : Bob Constanduros. CONTRIBUTOR : Mike Doodson. ARTISTIC DIRECTOR : Marc Tournaire. EDITORIAL SECRETARY : Regis Lacroix. LAY-OUT : Michel Marquet. ILLUSTRATIONS : Serge Thomassian, Nicolas Geron, Antonios Stephanakos. PHOTOGRAPHERS : Bernard Asset/A+P, David Winter/A+P, Manou Zurini/SAM, DPPI, Canon Camera. Grand Prix International is published in six languages : English, French, German, Italian, Spanish, Dutch. INTERNATIONAL PUBLISHER : Michel Hommell. Distributed by Seymour Press Ltd., 334 Brixton Road, London SW9 7AG. Telex : 8812945 SEYPRESS LONDON. Printed in Belgium by Hoorens, supervised by Sprint France.

IN THE COCKPIT

Candy

ANTI-TURBO ARGUMENT

MY race at Imola brought up a subject which made me think. I must admit that, as far as I'm concerned, it simply takes my mind off the problems that currently abound now that driver transfers are in full swing.

When I got to Imola, I soon realised that the Tyrrell 010 would be quite competitive on the track because it's not a circuit that demands an enormous amount of downforce. I set a pretty good time early in practice which was just as well because the engine lost its edge later on. So I was twelfth on the grid, not too bad. The race was obviously going to be very hard, but if the car lasted, I realised that I could finish in the top three.

Well, one can always dream... But the race proved that I was right. Unfortunately, there's just one little detail which is rather important. I was fourth, behind Jabouille who was soon to retire a few laps later. It looked as though I was going to fulfil that dream, only I, too, was destined for retirement. You have to give the brakes a fair bashing at Imola, and after a lot of work, they went on strike.

That happened twelve laps from the end and I'd just covered about 40 laps behind Rene Arnoux's Renault turbo. That experience had been frustrating, and the one conclusion I drew from it was that it's absolutely impossible to race turbo engines against normally aspirated engines. Don't get me wrong, I'm not talking about the power of the turbo, because that isn't as great in comparison to a Cosworth as some people like to think. No, more than simple horsepower, it's the superior torque that makes any sort of battle between the two types of engine quite impossible. Below halfway through the rev band, the engine is worse than a normally aspirated engine, but then it becomes absolutely fantastic. That's what makes any battle between the two engines impossible.

On Sunday at Imola, I was in Arnoux's slipstream when the Renault's fuel weight still meant that he had to corner slower than I could. I caught him shortly before part of his rear suspension broke which affected the car's roadholding. I was tearing my hair out behind him trying to get past. But I just couldn't do it. In the middle of each corner, the Tyrrell's nose cone was inches from the Renault's gearbox. I even accelerated out of the corners slightly early than he. But then he simply flew away. There was nothing I could do about it. He'd have a lead of ten yards within 200 yards of the corner. I'd practically lost his slipstream 500 yards further on, for he'd be 30 or 40 yards in front. And when we got to the end of the straight, there was no way I could try and overtake him under braking because I was nowhere near him.

It happened out of each corner. Finally Rene pulled over form me and sportingly let me through.

I hope you don't misunderstand me. I'm not moaning about the power from a turbo. It's just that I think that their basic performance is so different that they risk depriving Formula One racing of its interest. Racing turbo engines against normally aspirated engines is, to my mind, contrary to the general idea of competition on which rests the basic principle of Grand Prix racing, in that it's a drivers championship.

I can illustrate my point by going back to Sunday at Imola. Nelson Piquet's Brabham overtook the Renaults and pulled away. It was the most superior car on the track, no doubt about it. But if I'd found myself battling with Piquet, I wouldn't have been left behind, because its power out of the corners would have been the same as my car's. I would have been able to stay in the slipstream and had a go under braking for the next corner, simply because I wouldn't be 50 yards further back. I'm not saying that I would get passed, but if I did, I would still be liable to be repassed. But at least there would have been some sort of battle. Everyone would have enjoyed it, the driver wouldn't be frustrated, the spectator less so and the journalists would have been able to write a better story.

This example shows that if I am to come across a Brabham that is a second a lap slower than I am, I can get past it quite easily. But when the same thing happens with a turbo, as it did at Imola with Rene's slower and ill-handling car, I don't have a chance, unless he lets me past.

What's the solution ? Turbo for everyone, or normally aspirated engines for all. But not both together. When cars perform similarly, one begins to have a sport and racing that is worthy of the name of Formula One.

FERRARI : HAPPY TO SIGN PIRONI

Enzo Ferrari is 82 years old, « and six months » (he made the addition for accuracy's sake), but his sense of repartee is as good as ever. An Italian journalist at the press conference after the Italian Grand Prix asked him how much it had cost the team to sign Didier Pironi. Ferrari replied « what about you, how much to give your wife for the housekeeping and to bring up the kids ? ». Enzo Ferrari did us the honour of giving us an interview after the official announcement that Didier Pironi would join the team. Clearly, the inclusion of the French driver in his team pleases him enormously.

by Henry Charpentier

Didier Pironi joins Gilles Villeneuve in your team next year. Why did you chose him ?
I chose my drivers for personal reason. When I picked Niki Lauda, having seen him in the British Grand Prix in 1973 nobody knew who it was. When I chose Pironi, he was after watching him during the Brazilian Grand Prix this year. (Didier finished fourth after a superb drive through the field folowing a pit stop on the second lap). Furthermore, his Italian origin has something to do with it. He comes from the Frioul region (in North East Italy) and have a moral debt to the people from that area who were kind enough to repair my son Dino's tomb free of charge after it was damaged by vandals. Ferrari are going through a bad time at the moment, but the fact that Didier has accepted our offer at this time has convinced me that my choice was right.

Aren't you worried that a certain amount of rivalry might build up between Gilles and Didier ?
Villeneuve and Pironi will establish the same respect for one another as that between Scheckter and Villeneuve. The press are going to talk of a Pironi-Villeneuve duel. That's pointless. The competition isn't between the drivers in our team, but with the drivers of all the other teams. Villeneuve and Scheckter have got on very well together. I chose Scheckter because he was a fighter, and he showed that he was a fighter. When Villeneuve was quicker, he was sensible about it. He realised that the Canadian was faster than he was on certain occasions. But he didn't take umbrage, on the contrary. He's also a family man, and now he's decided to spend his life with his family. When one has been World Champion, it's quite logical for one not to have the same determination as before, because one has to be a public relations man.

What pleasure do you get from motor racing these days ?
Motor racing has always been my aim in life. I would say that the car, in my opinion, gives a man his freedom. For a number of years, people have spoken wrongly and against the car because of the petrol crisis and for various other annoying reasons. What I do know is that no one is going to ignore this form of travel. After all, you can't have a businessman riding around on a bicycle.

Are you proud of your success ?
I feel that I've been a faithful employee of the automobile industry. It's not a question of pride, but simply of having worked in an industry which I strongly believe to be right.

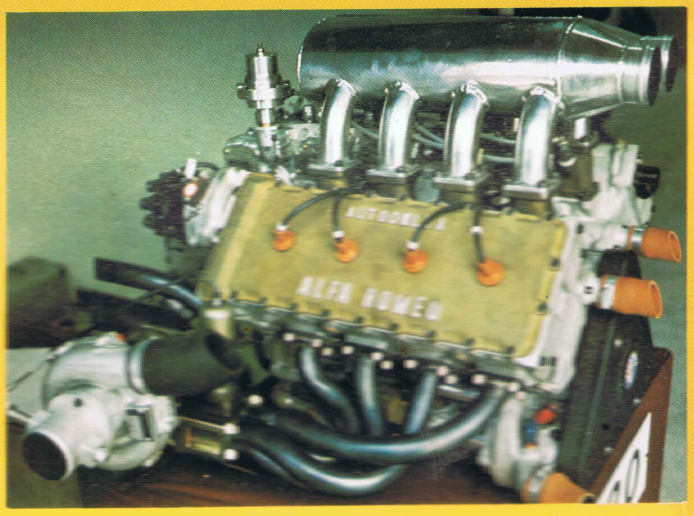
Which driver have you admired the most ?
There are a lot of drivers that I would have liked to have signed. But without doubt, at one time, I would have liked to have had Stirling Moss drive for the team. It wasn't possible because then he had his bad accident. Stirling Moss was an attacking driver like Nuvolari, who, as far as I'm concerned, is still the real prototype of a racing driver : the man whose courage surpasses everything else. Villeneuve has the same characteristic, and I think Didier Pironi is very similar.

A THIRD TURBO AT IMOLA

The Renault V6 turbo was there of course. And Ferrari's V6 turbo made its first appearance in a Grand Prix practice session. But there was a third turbo engine for Formula One racing in the paddock at Imola : Alfa Romeo's. It was never fired up because it was there purely for show.
It's an eight cylinder with a 90 degres V. Maximum revs will be 10,500 and it will use two KKK turbochargers. Bench testing has already begun, so the engine should race for the first time at some stage during next season. But Alfa Romeo's engineers were unable to say exactly when.

THE NEW « MCDENNIS » TEAM

McLaren's decline and Project Four Racing's ambitious Formula One programme have led to the combination of the two teams to form a single unit under the auspices of Marlboro. McLaren, as we announced in our last issue, becomes McLaren International, and John Barnard, who works for Ron Dennis's Project Four team, has designed the new monocoque. It's to be called the Marlboro MP4 (M for Marlboro, P4 for Project Four). Teddy Mayer will be Ron Dennis's co-director. We'll give more details of the team's structure in our next issue.



PIQUET IS CHAMPION... IN PROCAR

Imola was the scene of Nelson Piquet's third consecutive victory in the final round of the Procar series, and that was enough to give the Brazilian the championship title. Jones finished second in both race and championship. Stuck and Lammers eliminated one another in an accident, but finished in third and fourth places in the series. Venezuelan moto-cycle star Johnny Cecotto had his first Procar race and finished a good eighth.

LATE NEWS. JABOUILLE JOINS TALBOT

No, we don't mean he joins Ligier, because the news came from Talbot themselves. Jean-Pierre Jabouille is to leave the Renault team at the end of this year and join forces with his brother-in-law Jacques Laffite in the Talbot-Ligier-Matra-Gitanes team.

The news was very unexpected, especially when you consider what Jean-Pierre has to say in our Imola extra column (already written when the news came out). We spoke to Jean-Pierre for that story on Sunday evening, when apparently he was still with Renault. But then things moved rapidly, especially when it was confirmed that Pironi has moved on from Ligier-Talbot, leaving the second car free. The Wednesday after Imola, Jabouille had signed for Talbot for two years.

Jabouille had signed his 1981 contract for Renault exactly a week earlier. It was annonced on the Thursday evening before Imola that the Renault team would be unchanged for next year. But Renault decided to let Jabouille go, because « a driver has find the best atmosphere in which to drive at his best ».

There are one or two little differences which still have to be ironed out between Ligier and Talbot, but they're only small details, and these don't seem to have affected Jabouille in making his decision. He's been with Renault for 12 years, with Alpine when it wasn't Renault, but now he's taken the most important step in his career, and a very surprising one.

The Parisian driver is very much a realist. He knows Formula One too well to have taken his decision lightly. But to see him leaving Renault when Larrousse's team would seem to have its greatest chance of winning the World Championship is very surprising. Formula One is entering a period when the turbo engine is becoming the unit to use. The Renault-Elf team has more experience with turbos than any of its rivals, having started development in 1977. So what on earth has made Jabouille change teams ?

Tyres ? Jean-Pierre knows just how important tyres are in racing. But he knows that Michelin is associated with the PSA Group. The Ligier Talbot team will almost certainly use Michelin tyres next year. So Jabouille will be running on the same tyres next year as he was this year. There must be another reason.
Money ? A few hundred thousand francs one way or the other isn't going to make that much difference to a driver who wants to win the World Championship.
Perhaps it's because Jean-Pierre was disappointed to find that he and René Arnoux were going to be equal number one drivers next year. But it won't be any different in the Ligier Talbot team next year, for Jacques Laffite is still highly respected by Guy Ligier.
Is it that Jean-Pierre Jabouille has been upset by the occasional signs of waning confidence in him from some of the Renault management during the year ? But Gerard Larrousse had just renewed his contract, which surely destroys that argument.
No, the answer must be equipment. It seems likely that Matra's turbo development is further advanced than the team would like to admit. The engine men at Velizy have announced that they're experimenting with both a four and six cylinder turbo engine. Whichever engine they chose will run from the middle of next season in order to prepare for 1982. Contrary to expectations, Talbot won't use the V12 throughout the whole of the 1981 Season. Perhaps it is the fact that progress is being made, and quickly, in the team which led to Jabouille's change of teams.
Naturally, Jean-Pierre is going to gain quite a lot from his team change, but there's also the reverse argument : that he's going to be very useful to his new team. Without being unkind about it, after a number of unwise decisions, the Talbot team has finally made a good one.
But it's still strange that Renault-Sports let Jabouille go so easily. They accepted the fact as though Talbot was doing them a favour. That seems to strengthern the viewpoint that there were one or two differences between Jabouille and Renault.
They might also have seen the big blond driver's departure as an ideal opportunity to employ Alain Prost. Rumour has it that Marlboro would let Prost join Renault, even if they wouldn't let him join Ferrari. We know not why. Now that Pironi has gone to Ferrari, that has freed Prost from the Scuderia's clutches and may have untied the Gordian knot. But that's simply a theory. it might all be settled by the time our magazine is one sale.

E.B.

BRABHAM WILLIAMS

One or two worrying moments for Alan jones and Patrick Head in Italy. But second place to Nelson can't be considered that bad.

Pactrice at Imola suggested that the more powerful Renaults and an Alfa would start from the front of the field. Not far behind, however, were the Cosworth-engined teams of Williams and Brabham, whose finishing record has been excellent since the beginning of the year. A mistake at Zandvoort tipped the balance unexpectedly in favour of Brabham's Nelson Piquet. At Imola, the battle for supremacy which will lead to a World Championship for one or the other of them got under way. And practice would set the pattern for the race.

Mike DOODSON

Sports Editor of MOTOR

The afternoon of the day before official practice is always a pleasant time. The mechanics are still getting settled into their weekend ''home'' in the paddock ; there is little or no noise of engines or loudspeakers ; no litter ; the few fans are invariably the truly dedicated ones ; and one's friends among the teams have a chance to chat before the pressures of the weekend start to weigh down their off duty affability.

On Thursday afternoon, at Imola, there was even an invitation to step into the unmarked Winnebago where the Williams team makes its home. Seated at a small dining table was the boss himself, Frank Williams, quietly shelling two hard boiled eggs and buttering a couple of slices of bread. Maureen, the team's motorhome ''mother'', was popping cheese sandwiches into the infra-red grill. Tomorrow the sponsors would arrive and the drivers would be bringing all their Nomex clutter, but now, for a moment or two, the boss could relax.

Frank is halfway through the first egg when the door opens and Patrick Head hauls himself aboard. He stretches himself across the whole of a seat and eyes the frugal repast in front of his co-director. *''This is the only meal I shall be having today''* says Frank as Patrick - who's obviously planning a good Italian blow-out for later - calls for a cheese sandwich to keep him going.

''Are you going for a run tonight ? ''asks Head. *''Yup,''* says Williams, attacking a carton marked ''Parmalat Milk Of Champions.'' Head looks faintly disgusted and reaches for his sandwich.

It would be an exaggeration to describe Williams and Head as the Laurel and Hardy of Grand Prix racing. Nevertheless, theirs is a partnership which is based as much on a sharp sense of humour as it is on their undoubted professional competence.

Almost inevitably, the conversation turns to racing politics. Frank finds something vaguely amusing in this week's bellicose posturings in Paris over FISA's declared intentions of assuming financial control of Grand Prix racing. *''That man is totally out of touch with rea-*

THE DUEL INTENSIFIES

Nelson Piquet and Gordon Murray, delighted to have won in Italy. they both contributed a lot to those wins. Can they keep it up ?

lity'' he says. *''This year, out team will be lucky to end the season with an operating deficiency of less than £100,000. But he thinks we're coining it''.*

Head joins is. *''It's not as if the prize money is important. Even if we start from the two front-row positions here, and lead the race in 1-2 formation for the whole distance, the prize money would keep our factory running for slightly less than a week''.*

In the space of more than half an hour, neither of them has said a single word about the battle that's brewing up for Sunday, the fight for the World Championship which will put Nelson Piquet at the throat of their driver, Alan Jones.

Elsewhere in the paddock, Brabham designer Gordon Murray is, if anything, even more relaxed. *''Any changes to the cars since Zandvoort ?''* enquires a passing journalist. *''I'm not exactly sure at the moment,''* he replies. *''I've been on holiday since the Dutch Grand Prix and I've not had much contact with the factory.''*

With his wife Stella and their 18-month-old son, Murray slipped off to the Dordogne immediately after Zandvoort. Having taken delivery of his new ''courtesy'' BMW 635 (his team will be trying the BMW turbo-engine next year), he had been looking forward to some serious driving and to getting away from his office. There was also the opportunity of picking up some wines for his already extensive collection, *''but I found that the worthwhile vintages are actually more expensive, even at the chateau, than they are from my own shipper in London''.*

By Saturday afternoon, thoughts of politics, profit and loss, even of cheese sandwiches and vintage wines, were the last things on anyone's minds. The final hour of official practice was about to start. Setting aside the two Renaults (benefiting from sticky tyres and high boost pressures), and possibly the unpredictable Alfa, there was a connoisseurs' battle in prospect between Jones and Piquet for the better position on the starting grid.

The previous day, honours had gone to Jones (1m 35.18s) against the Brabham man (1m 35.41s). Both would have to make progress today, for by now eveeryone had a much better knowledge of the circuit and would be faster, despite the heat. For Jones there was an additional incentive : his engine, flown in specially on a delayed British Airways flight, had a label from the factory personnel which said *''you'd better win, or else...''*

Almost as soon as it had begun, however, the one-hour session was stopped for 10 minutes to enable the wreckage of Jody Scheckter's crashed Ferrari to be dragged in. Evidently there were others feeling the pressure, too.

When practice resumed at 13.13 hours, straight to the top of the list on the screens of the Longines/Olivetti timing system TVs went Rebagre and Piquet in the two immaculate Brabhams. At 13.25 there was a commotion in the pits. A Brabham had spun spectacularly at the pits chicane, Rebaque's number 6. Almost immediately, it was followed by Jones, who had made an identical mistake. Alan's Australian mechanic, Wayne, immediately fired up the race car : incredibly, it was the car damaged in practice at Zandvoort *(''all new except the monocoque'')*

The atmosphere in the Brabham pit was in complete contrast. Yesterday, while Murray had been worrying about broken engines, Bernie Ecclestone had interjected to point out that he was very worried. *''The paintwork looks terrible. I want the blue lines all repainted in time for tomorrow.''* Today, everyone was relaxed, enjoying the sight of all the activity in the Williams pit.

To underline the tension chez Williams, when Jones comes in at 13.25 to switch to the spare car, a mechanic's oversight allows the rear jack to jump up, smashing into the rear

wing and bending its flap. Fortunately, both rear wheels are fitted, but Wayne has to get the flip-up from the other car. As Alan calls for a damp tissue to clean his vizor, team-mate Reutemann drives in. He has just done 1m 34.69s, faster than anybody today except Arnoux's Renault, and he's used up the last of his "C" compound rubber.

Piquet, for whom there is only one set of "C" tyres, has now slipped to fifth fastest. But Jones is down in 12th place overall, and Patrick Head calls for the first set of "Cs", which go straight on to the race car.

But although the times come down steadily, there's a lot of traffic about, too much for Jones to get that perfect clear lap which will enable him to leap to the front of the grid. Maybe he's left it too late, for the temperature is gradually increasing.

At 13.40, Jones comes in again. He's made an improvement, not a big one, but he likes the race car and Head calls for another set of tyres to be fitted, this time slightly harder ones. *"Frank and Patrick let themselves get much too excited,"* suggests one of their mechanics. *"What our team needs right now, to get a sense of proportion, is a couple of World Championships :"* Moments later, there is almost a nasty accident as Head absent-mindedly steps into the pit lane, into the path of Rebaque's speeding Brabham.

When Piquet stops at 14.03, there are still eight minutes of practice remaining. Murray connects his inter-com and they chat. Sylvia, Nelson's delicious Dutch companion, hands the list of times to her man : he's still fifth fastest overall. It's probably a good thing that Sylvia can't hear the inter-com discussion, because one of Nelson's remarks almost creases Murray in laughter. There is no point in continuing now that the sun is up : the Brazilian had only one set of the soft tyres, and he used those at the beginning of the session. He gets out of the car, still faster than Jones : *"I'm exhausted,"* he complains as he accepts a carton of cool water from the faithful Sante Ghedini.

"The car is very, very good on full tanks," he says. *"I had a few spins yesterday but in this session I kept it on the black and spun only once, at the second chicane. The car is really very, very good... I just hope that on the first lap people are going to be sensible. I'm tired, though, now."* As proof, he offers his overalls, two or three kilos heavier now than they were when he started practice an hour ago.

Jones, meanwhile, has stopped for more fuel. Five gallons are sloshed in and four scrubbed tyres are brought forward. He now lies sixth overall, still behind Piquet, with 1m 35.460s. *"The soft tyres are lasting for only six or seven laps,"* says Patrick Head. *"This second set has had to be made up from tyres left over from yesterday."*

On the third lap after this stop, Alan does his fastest time of the two days : 1m 35.11s. He'd still behind Piquet. In a last desperate bid to improve, he comes in to ask for his engine cover to be removed. Yesterday the cover blew off by accident, and he noticed a slight alteration in handling, so he's trying it again. He's probably try it on three wheels if he thought it would work.

And then he fails to appear. *"Out of fuel,"* says Frank. *"We only put in enough for six laps, and he's done ten. That's it for the day."* He is not despondent, though. *"It is easy to forget the reason for coming here : we came here to race. I can tell you that the car is good, the brakes are fine, and we've got a good engine. Let's see what happens tomorrow."*

Just over 26 hours later, however, there was no doubt about the winner. In the Brabham pit the mechanics had drawn down the shutters and were tidying up as fast as possible. Suddenly the door burst open and Nelson Piquet rushed in, accompanied by Sylvia, two carabinieri and six tape recorders with closely-following journalists attached.

Doctor Rafael Grajales, who is employed by Jones, Fittipaldi and Reutemann to look after their physical condition, steps forward with concern written on his face. *"It's my back,"* says Nelson, *"it hurts."* Grajales gently investigates. Nelson grimaces. *"Probably it was the braking. You have to use the brakes so much here."*

He turns round and sits down, accepts a bottle of water and bends to a tide of questions. *"I made a good start. I didn't see what happened to Reutemann, it looked like he missed a gear. Jabouille made a mistake - he missed a gear too, I think - and I easily passed him. Arnoux was no problem, either. And my car was fantastic.*

"The circuit ? It is much more difficult than Zandvoort, I think, because you cannot make a mistake, you have to concentrate all the way. But I think I could have gone quick for a bit longer if Alan Jones had pushed. I slowed down at the end because there was no point in going fast.

"No, I don't want to talk about Canada and Watkins Glen, because it is too early."

Alan Jones made straight for his motorhome. Waiting for him were a couple of cold beers... and Patrick Head. They stayed inside for 35 minutes with a guard on the door while journalists waited outside. At last, an invitation to join him. No questions necessary.

"At the start, we all got boxed in behind the Renaults, and my engine went off cam. Rebaque, Villeneuve and somebody else - maybe it was Pironi - went past me. I got one of them back under braking, but that was when the damage was done. Nelson was able to pull out more than ten seconds.

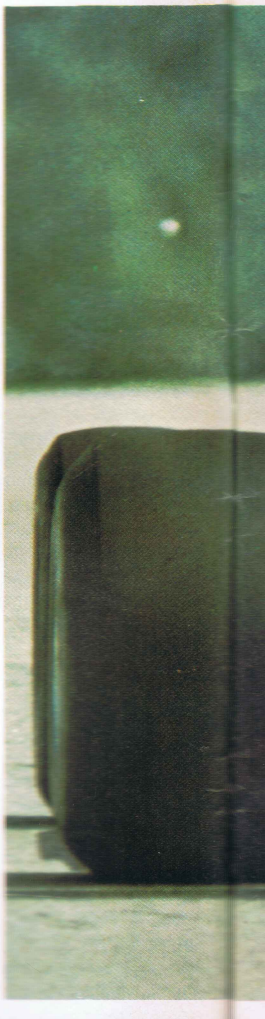
"We had decided beforehand that it would be dangerous to try and push too early. But as soon as they gave the 30 laps to go board I started to try harder. The problem after that was that my brakes started to fade. It could have been worse. And now the good thing is that the pressure is on Nelson. Now it's he who will have to answer all the stupid questions about what it's like to be champion".

With only two races to go, both sides are now thinking hard about how to extract just a little more performance from their chassis without sacrificing any of their excellent reliability. At Williams, there is the comfort of having two established winners instead of one. At Brabham, the handling was excellent throughout the Imola race, and it was easier to "dial in" the intricacies of a circuit which, for once, eluded the Williams drivers.

Both teams, however, suffered brake problems. *"Nelson didn't make much noise about it afterwards,"* said Gordon Murray after looking at the car, *"but he was running short of pad material at the end of race. And Montreal is bloody hard on brakes..."*

Both teams will be looking for an edge that will be sufficient to put them ahead again. Just as it has been for the entire year, it's driver against driver, designer against designer. In the first race of the year, in South America, Jones took a decisive advantage over Piquet. At Imola the tables were turned. In three weeks' time we will know if the Brazilian has been able to maintain that advantage, but matching determination with brilliant driving... and a sense of humour. □

The Williams FW 07 driven by Alan Jones was certainly beaten at imola by Nelson Piquet. Reutemann might have had a chance of beating his fellow South American, but for various first lap incidents.



Light and manœuvre, like their main rivals in the championship, the Brabham BT 49s were the best suited cars for Imola, where braking is so important.

parmalat
5
parmalat
BRABHAM

FLY saudia

BRUNO GIACOMELLI

The world of Formula One reveals an interesting series of personalities and characters. There's the utter determination and single-mindedness of Jabouille, the incredible panache of Villeneuve, the tremendous vitality of Laffite, the fierce determination of Jones, the private sensitivity of Reutemann. And there's also Bruno Giacomelli's natural vitality. Bruno talks frankly and openly. He talks simply about his friend Patrick Depailler, his way of life and philosophy in life. He speaks with touching sincerity.

by Eric BHAT

THE ALFA ROMEO 179 HAS MADE A LOT OF PROGRESS THIS SUMMER. YOU'VE QUALIFIED WELL QUITE OFTEN. WHAT PART HAS THE DRIVER HAD IN THIS PROGRESS ?

The car's progress and my own progress have both been considerable. I've learnt a lot this year, a great deal of it from Patrick (Depailler) when he was with us. I feel much more confident with the car now, and I've learnt a lot about setting up the car. Strangely enough, after Patrick was killed, I felt stronger, more determined.

YOU BEGAN TO DRIVE FOR ALFA ROMEO IN 1979, BUT YOU ONLY DID THREE RACES. WAS IT A FRUSTRATING SEASON ?

If wasn't season at all. Three races is nothing. Formula One is very competitive, you have to do as many races as possible to get in the rhythm. Three races a year isn't a lot. The year before I did five races with McLaren. That wasn't enough either. I never tested and consequently il was very hard to drive the car at the limit.

SO YOU FEEL THAT ONLY THIS YEAR HAVE YOU BECOME A REAL FORMULA ONE DRIVER.

Exactly. It's the first time I've driven a whole season and done a lot testing. That way, I've been able to make some progress. Furthermore, I've got a lot of confidence now. I'd driven eight Grands Prix before the start of the year, and they were better than nothing, but they still weren't enough. This year has been the most important of my career. I've learnt much more than in the previous two years.

YOU'VE SAID THAT PATRICK'S DEATH HAS

No, it's a very bad life, very difficult and very tiring. I don't have anyone to help me. I haven't got a secretary to look after my business affairs. I do everything myself : business work, contracts, everything. I'm going to employ a secretary soon because I have to. I've got to have someone to help me with correspondence, public relations etc. I want to do as little work as possible !

SO BEING A FORMULA ONE DRIVER DOESN'T REALLY LIVE UP TO YOUR EXPECTATIONS. YOU WERE EXPECTING SOMETHING DIFFERENT.

I'm very happy to be a Formula One driver, but it isn't as great a life as you think it is when you're in Formula Three or something. Perhaps one gets used to things. As far as I'm concerned, it's progressively gone downhill, not very quickly but quite consistently. I'm not saying it's a hard life, I'm just saying that it's quite normal. If I'd set third fastest time in a practice sesson last year, I would have been over the moon. Here (*we were talking on the Friday evening at Imola*) I'm happy but nothing more. My feet are firmly on the ground. I'm not ecstatic.

BUT YOU ARE STILL AS AMBITIOUS AS EVER ?

Yes. My aim is to become World Champion - just like all the other drivers. What I want to do is to take the best elements around me which are ideal for winning. I don't just mean driving but the atmosphere and situation. Everything has to work properly within the team. The team has to have confidence in its driver. You have to think about that, it takes time. The way you behave in the car as much as out of it can instil that confidence. And there's no better way to make the people you work with try harder than earning their confidence.

THERE ARE A LOT OF RUMOURS ABOUT MARIO ANDRETTI JOINING ALFA ROMEO NEXT SEASON. WOULDN'T YOU PREFER TO REMAIN NUMBER ONE DRIVER ? WILL YOU SEE HIS JOINING THE TEAM AS A SETBACK OR WILL IT MAKE YOU MORE DETERMINED ?

Would I prefer to remain number one driver ? We'll see next year. Currently, I don't think it's worth thinking about. I reckon that Alfa Romeo are strong enough to run two number ones. If Mario joined, I think it would be useful for me. I've learnt a lot this year, but I still have a certain amount to learn. The more you learn, the better

YOU'VE SAID THAT PATRICK'S DEATH HAS

it is. Mario has a lot of experience, he's won every-

the previous two years.

YOU'VE SAID THAT PATRICK'S DEATH HAS MODIFIED YOUR WAY OF SEEING THINGS. IN WHAT WAY ?

Let's say that I took over his mantle, I have to work as he did, and what is difficult to understand is that I have to do it without him. It's very hard for me, but at the same time it gives me more determination, or rather extra strength. Everything that I accomplish in motor racing I will dedicate to him. He was my great friend and I lost a lot when he died.

YOU ESTABLISHED A FRIENDSHIP VERY QUICKLY. WHAT DID YOU LEARN FROM HIM AS A TEAMMATE ?

A lot of things, but it's hard to explain. There were a multitude of little things, but at the same time, there was also the way he went about his job. He was really tremendously brave. But I tell you, I became more of a man when he was killed. It's a strange and terrible thing to say, but it's true. His death has had its positive side in me. I'd never lost anyone close to me before. It was really a big shock. I still can't accept that he's dead, I don't believe it, it's incredible...

YOU'RE NOW THE NUMBER ONE DRIVER WITH ALFA ROMEO. THAT MUST MEAN SOME EXTRA RESPONSIBILITY.

Yes, it means that I am more involved in the development of the car. We've made lot of progress this year as I've already mentioned. We were competitive at Long Beach which is a circuit that is particularly suited to the car. If we went to Long Beach today, I'm absolutely certain we'd be on pole position, mainly due to the engine and traction. I think the car has become very competitive, and we're now getting somewhere with it.

THE CAR WAS VERY COMPETITIVE AT ZELTWEG AS WELL AS AT ZANDVOORT AND IMOLA, THREE CIRCUITS WHICH ARE VERY DIFFERENT TO ONE ANOTHER. HOW DO YOU EXPLAIN THAT ?

The 179 is competitive overall. It's good on fast circuits with quick corners, just as it is on circuits with tight corners. It's got a lot of downforce and very good traction. On the other hand, the brakes aren't perfect and we've been dealing with this since the beginning of the season. But we can't do much more with this car. We'll have to wait for the new one.

YOU APPEAR TO BE A LOT HAPPIER WITH LIFE THAN MANY OTHER DRIVERS, A LOT MORE RELAXED. DO YOU FEEL THAT YOU'RE ANY DIFFERENT ?

It's simply a matter of character. I always do what I want to do. You have to remain yourself, it's important not to lose your identity, especially in this business where you're surrounded by people.

BUT YOU APPEAR TO BEAR UP WELL IN FORMULA ONE ?

certain amount to learn. The more you learn, the better it is. Mario has a lot of experience, he's won everything : Grands Prix, the World Championship, Indy. He's a fast driver. It would be hard for me to be as quick as he is. But for my future, it would be good.

WHEN YOU MAKE A MISTAKE AS YOU DID AT ZANDVOORT, DOES THE ALFA ROMEO TEAM REPRIMAND YOU ?

I make mistakes, so do they. If you try and go quickly, that's the price you must pay. It's still my first season in Formula One. I don't suppose there are many other drivers who've had such a progressive and promising first season. In Zandvoort's case, we talked about it afterwards and they accepted my point of view. I maintain that I didn't make a mistake. I didn't want to overtake Laffite too quickly. As far as I'm concerned, something happened to the car.

HOW IS THE ALFA ROMEO TEAM GOING TO CONTINUE TO MAKE PROGRESS ? WHICH IS THE IDEAL DIRECTION OF DEVELOPMENT ?

I don't think that a lot of things have to be changed. We still have to learn, that's for sure, but the team has already made a lot of progress. We still need experience. I can tell you that when we go to Zanvoort next year, the car will be much better set up because now we know the circuit.

YOU STARTED OFF WITH NOTHING, NO MONEY AND NOW YOU'RE A FORMULA ONE DRIVER ? DO FEEL PROUD ABOUT THAT ?

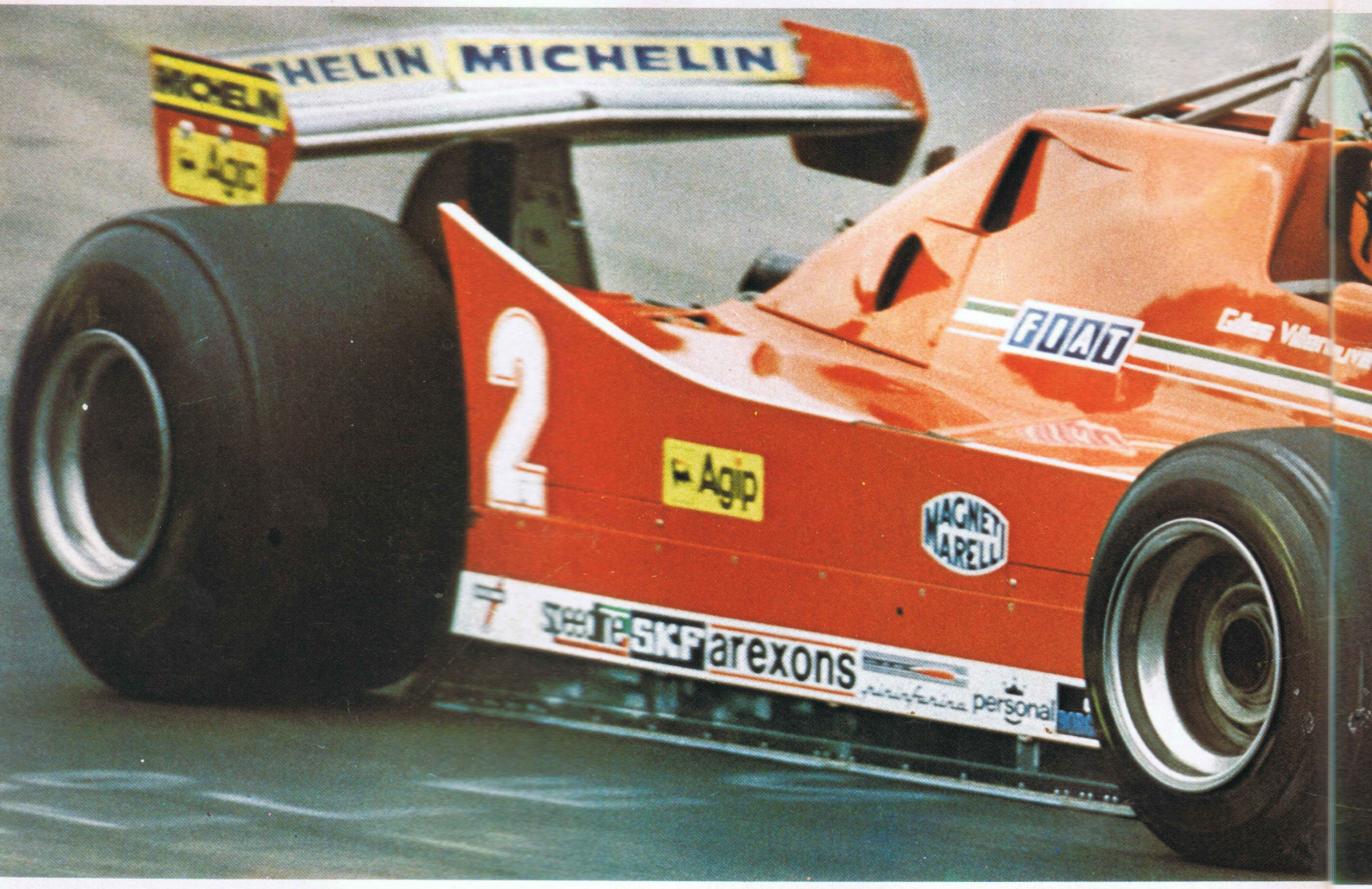
No, I see it as a logical progession. It's quite normal. But what's passed is passed. It I had to do it again, I'd do it in the same way. I never think about it. The future is the important thing.

WATCHING YOU AND TALKING TO YOU GIVE TWO DIFFERENT IMPRESSIONS. YOU APPEAR TO BE HAPPY WITH YOUR LIFE, AND YET THAT DOESN'T COME ACROSS WHEN TALKING TO YOU.

I'm not saying it's fantastic because it isn't fantastic. That wouldn't be true. People think that Formula One drivers have all the luck in the world, women, money, that sort of thing. Women yes, but if you have too many, you'd become homosexual ! Money ? You never have the time to spend it. You're never at home. I don't think you can lead a life like that for ever.

Formula One is hard. Fortunately, God is there to help me. I believe in God. I pray a lot. The most important thing in life is to play yourcards right, to your advantage. You have to use all your cards. I believe in God, but I also think in a rational way, using mathematics. When I have a choice to make, I use percentages to make my decisions. You have to be realistic in this life. Equally, you have to learn by your mistakes. That's the hardest thing of all.

HOPE AND



Gilles Villeneuve has been through a bleak time recently, but he says that you can't stop Ferrari winning for long. Now the talented little Canadian is hopeful again. The long awaited Ferrari 126C, the turbo, proved to be quicker than the previous T5. The performance is obviously there, but now the Scuderia are involved in making the engine reliable. But even though it has still to win, the 126C proved on its first showing that it's real Ferrari.

by Mario LUINI

It was Saturday, September 13 - 10.26 a.m. The air was hot and sticky at Imola, even more so on the long strip of tarmac in front of the pits and main grandstands. The Italian crowd was full of expectation. Ferrari's new turbo 126C waited in the cool of the garage, like some gorgeous film star trying to remain fresh and at her best before an appearance in front of an adoring crowd.

It was waiting to make its first official appearance before the public, and it would be one that they would all remember. It wouldn't matter whether it was going to be a long or short appearance, great or unobtrusive. Even though the starlet had still to prove itself, it was already famous and worshipped.

The first appearance of any new Ferrari is always an event. Testing of the T5's replacement has been followed with interest by the whole of Italy. The Renaults' performances have increased that enthusiasm. Telefoto lenses have scanned Fiorano daily lest one moment of the new car's development should be missed. It's been a long and wearing business. The engine technicians have frequently put their long and extensive experience to good use with rapid results. This time, though, it appears that they've underestimated the tubo problems that have caught out those who've already had develop such an engine. The fact that the car has been a long time appearing leads one to suspect that the problems have been considerable.

During the summer, there have been a series of Grands Prix held on circuits which have favoured turbo engines, and one might have expected the 126C to make its debut in such suitable circumstances. But still the team left the car at home. The Italian Grand Prix, however, was another matter. The race was to be run at Imola, the Circuit Dino Ferrari, named after the Commendatore's late son.

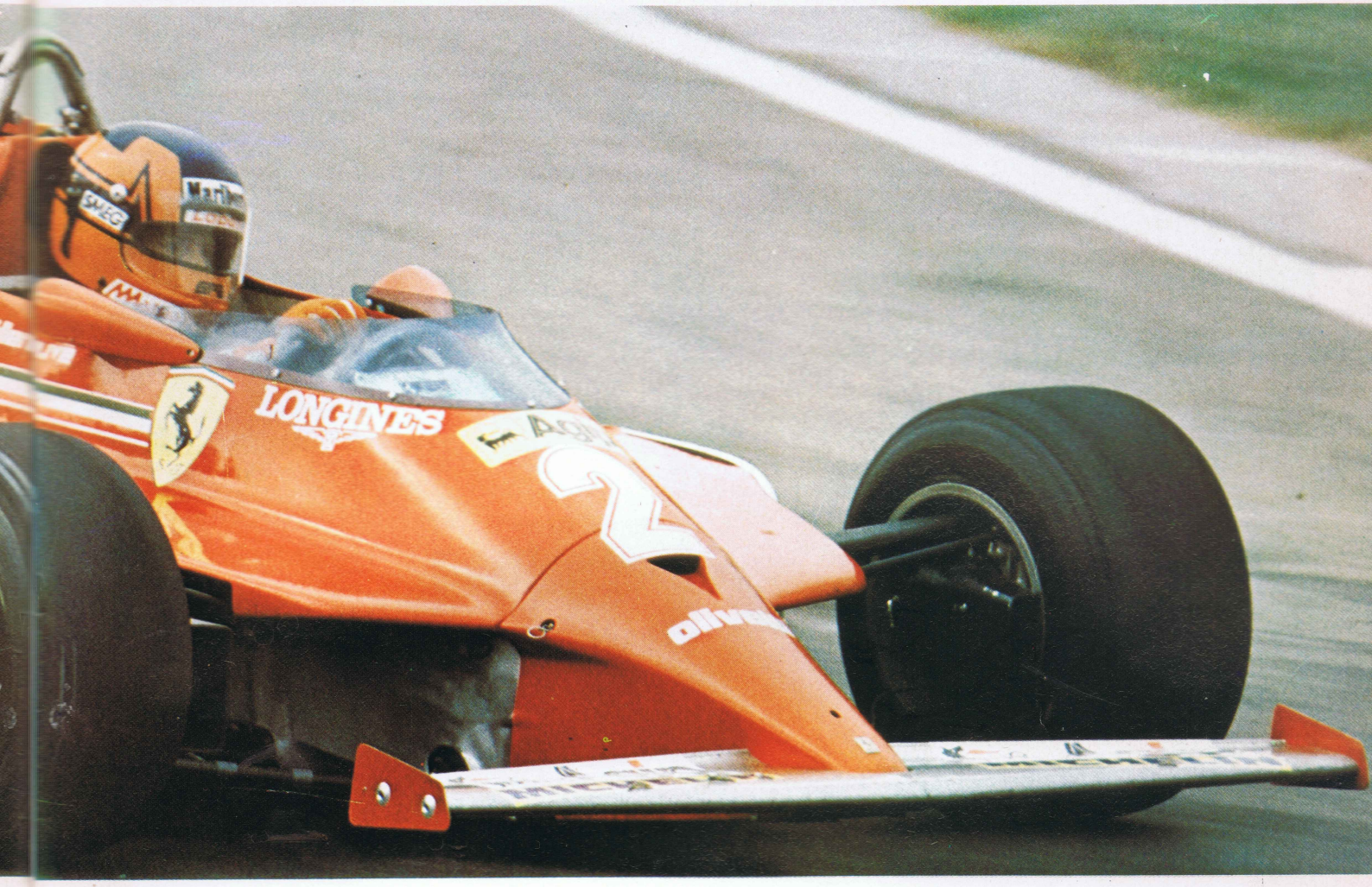
So the 126C was taken to Imola a week before the Grand Prix when a number of teams tested there. The new car was way off the pace. It was four seconds slower than Jabouille's turbo Renault. Four seconds was rather a lot, especially when the « old » T5 was three seconds slower than the Renault. But there was something more worrying than that. The first engine lasted 40 laps, two others did only 15 each the next day. The power would suddenly take a dive, followed by the oil pressure. Jabouille noted this like an old hand. Jean-Pierre knew the problems only too well, they were still too fresh in his mind. « And there's more fun in store for them... » he remarked with a knowing smile.

Once back at Fiorano, testing recommenced in earnest, more intense than ever. It wasn't until Wednesday evening, 32 hours before practice was due to start for the Italian Grand Prix, that a decision was taken. The Ferrari 126C was finally going to make its first appearance in an official Grand Prix practice session. It was quite obvious that the Ferrari men weren't expecting miracles. Gilles Villeneuve who'd driven most of the car's 750 test miles, and Jody Scheckter both practised their T5s on Friday morning. *« I've got to qualify first before I risk driving the 126... »* said the little Canadian.

Gilles drove the T5 again on Saturday morning. But in the garage, three mechanics, under the watchful eye of « Tom » Tomaini, began to ready the turbo. Then Gilles stopped in front of the Ferrari pit and leapt out of the car scarcely before its wheels had stopped turning. The moment had arrived. He walked straight over to the new car without a glance at the T5 nor the mechanics working there, although the latter seemed used to that sort of treatment.

Did he really feel so unemotional about it ? When he hit the starter button, nothing happened. A slight look of surprise. He tried again : still

D THE 126 C



nothing. Tomaini quickly traced the problem. One of the mechanics had forgotten to reconnect the contact breaker behind the gearbox. It was third time lucky, the V6 burst into life. There was scarcely time to appreciate the engine's new sound before its extraordinary torque allowed Villeneuve to trickle out of the pits to a roar of applause from the crowd, echoed around the circuit as the rest of the crowd caught their first glimpse of the new star.

But for the team, the work had started. Mauro Forghieri, Tomaini and the rest waited expectantly for Gilles to come round. His arrival was heralded by the applause of the crowd in the stands as he completed the first lap. Jean Campiche, the Longines timekeeper who has been timing Ferrari for a number of years, clicked the watches at the start of the 126C's first flying lap. Other stop watches began their trip around the dial, not the least of which was that in the hands of Michelin's Pierre Blanchet.

At the end of the lap, the watches revealed a very promising 1'38''9. This time, the crowd was quiet, allowing observers to listen to a new sound on the track. The new car's engine note is less roaring and raucous than Renault's turbo. But it whistles more, reminiscent of a Porsche 935.

The second flying lap was covered in 1'37''9, quicker still. But Gilles was heading for the pits. The car had scarcely stopped before it was surrounded. The Ferrari pit was in chaos. The mechanics could scarcely do their routine jobs such as checking pressures and tyre temperatures because of the crowd around the Ferrari. But everything was in order, and after a couple of words with Forghieri and Tomaini, Villeneuve went out on the track again. And so it continued until a few minutes before the end of practice. Gilles did three series of laps, the best of which was 1'36''628, only three tenths slower than his best with the T5. That was a considerable improvement in comparison to the previous week. But was it enough ? Up until then, the 126C had only run on control tyres. It was the first time the car had been fitted with the tyres that Michelin expected to be best suited to the circuit, and therefore quicker. Furthermore, the 126C is more a wing car than the T5 which should give it more grip. Villeneuve was the first to admit that it was hard to judge its performance. *« What I do know is that I can't slide it like the T5 »* he said. *« I don't know whether that's because it has better grip, or because the turbo engine doesn't give the same acceleration. The chassis is better, certainly, and the engine revs clean and gives more power. But there's still a lot of throttle lag. You have to keepplayingwith the gears in order to keep the revs up, and on a circuit like this one, that's really tiring ».*

Gilles stopped the morning's session early because he felt the engine losing power. The Scuderia mechanics took advantage of the midday break to dismantle the turbo system. *« A simple check »*, explained Villeneuve.

He started the final hour of qualifying with his usual determination. He did two laps before practice was stopped following Scheckter's considerable accident. When the track reopened, Gilles stopped the watches at 1'36''74 on his first flying lap. The next lap was his best : 1'35''75, a second's improvement since the morning session. A Ferrari had never lapped Imola so quickly. For once, Forghieri was impassive. But Gilles confirmed his time on the next lap with 1'35''84. Laps in 1'36''20 and 1'36''01 followed before he pitted again. A quick chat between driver and engineers and Gilles went out again. This time he set 1'35''82 straight away.

The tension began to mount around Forghieri in the pit. Would they bring in this very determined Villeneuve ? He'd already set fourth fastest time. It was hard to believe it possible.

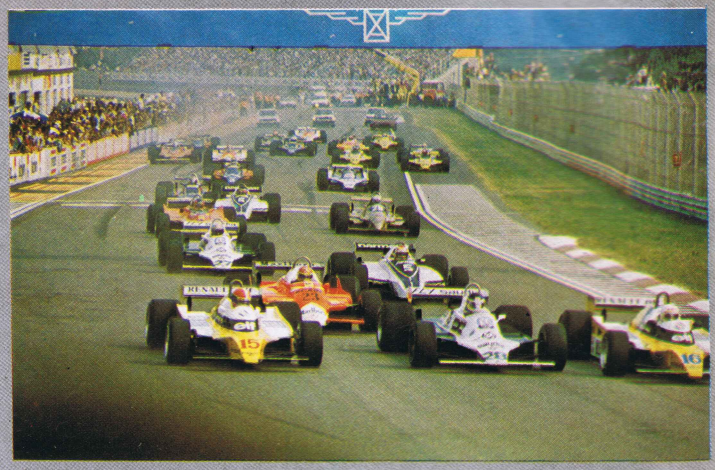
But no, this time the watch was running and there was no sign of Villeneuve. Eyes were fixed on the last corner, brows furrowed with the first signs of anxiety. Then they flattened with relief when Gilles was spotted entering the pit-lane. The silent Ferrari free-wheeled up to the pit and stopped.

The first act was over at 1.38 pm. Gilles Villeneuve took over the T5 and continued to practice with that. Later he explained that *« I felt the engine begin to lose power »*. The same story.

It was soon decided that the 126C would not be raced next day in the Italian Grand Prix. *« It's not reliable enough »*, said Gilles. *« But we're fairly happy »,explained MauroForghieri. « It's not necessarily the time that we've done but that we know that we could get down to 1'35''0 which is only a fraction more than a second off the Renault's best. That's good. Furthermore, we know that we're working on something that should soon put us up at the front again... ».* □

THE FILM OF RACE

The Renaults were the first to show. Fastest in practice, they held first and second places during the opening laps,whil e the favourite, Carlos Reutemann, dropped to the back of the field. Piquet quickly passed the Regie's two cars. He took the lead on the fourth lap and flew away to an unchallenged win. Jones held third for a long time behind Jabouille. He overtook the Frenchmen at half distance, but lack of brakes prevented him from catching Piquet.



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1 - Reutemann starts superbly... until he takes second gear and falls to the back of the pack, allowing the Renaults to lead.

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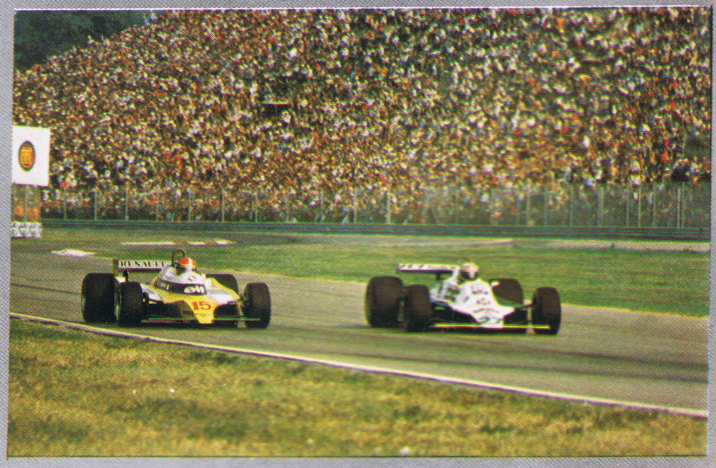
4 - Two laps later, Alan Jones, seventh until then, moves up three places in one lap, He's just overtaken Rebaque and Villeneuve and Giacomelli have retired.



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5 - Behind Piquet, the second place battle reaches its climax at half-distance when Jones overtakes Jabouille at the chicane before the pits.

It was Jabouille-Arnoux after the first qualifying session, Arnoux-Jabouille after the second. The Renaults dominated practice and occupied the first row of the grid for the third consecutive time after Zeltweg and Zandvoort. Jabouille could have done better, but he hit a kerb on Saturday afternoon when trying to avoid a slower car. His front suspension was bent and he lost the final 15 minutes of the session. That allowed Arnoux to take pole position from his teammate. Giacomelli had been third quickest on Friday ahead of Jones and Piquet, while Patrese was a promising ninth quickest.

The man who shot to prominence on Saturday was Carlos Reutemann. The Argentine may not have been able to bump the Renaults off the front row, but he took third fastest time from Giacomelli who slipped to fourth, but still on the second row. Piquet and Jones were again together, they would start from the third row. Patrese went even quicker and was seventh fastest in front of Villeneuve who qualified in the Ferrari 126 C in its first and only qualifying session.

Teammate Scheckter totally destroyed his T5 in one of the worst accidents of his carreer. The Ligiers were the most surprising in practice, but not in the best of senses : Pironi was twelfth, Laffite 20th. Prost only just managed to qualify the McLaren M 30 -the slowest time on the grid- while Watson was 14th quickest with the old M 29. What does that say about progress ?

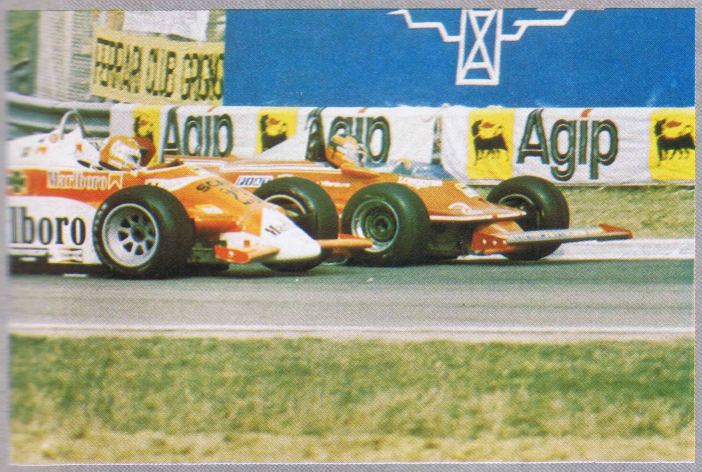
The green light was a little late coming on which directly or indirectly, caused a number of incidents. Carlos Reutemann made a good enough start, selected first and then second, but found he had no power. He slipped back which caused panic behind. Patrese hit

Would Jones catch Piquet ?

Andretti's Lotus and bent a nose fin. Brambilla took to the grass and picked up a puncture which caused him to crash on the fourth lap. And Reutemann got involved in a further incident at the penultimate corner and was plum last at the end of the first lap.

Arnoux and Jabouille led, followed by Piquet, Giacomelli, Villeneuve and Rebaque. It looked good for Renault as it did for Brabham. Jones was seventh, while Laffite had made a superb start from 20th on the grid to 12th.

It was on the third lap that developments



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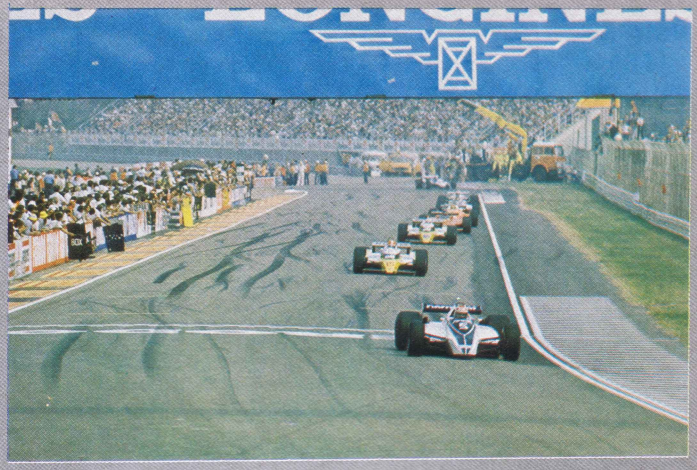

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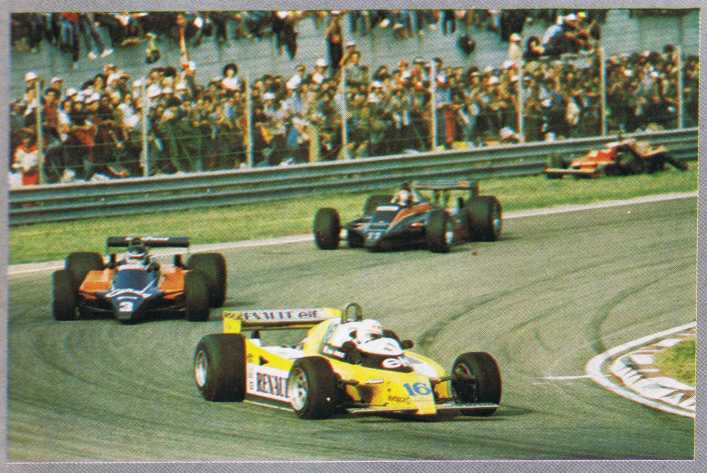
2 - A short but intense Italian duel. It's the third third lap, Villeneuve takes third off Giacomelli.

3 - Fourth lap and the future winner Nelson Piquet has just taken the lead in front of Jabouille, Arnoux, Villeneuve, Giacomelli, Rebaque and Jones.



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7 →

6 - Arnoux-Jarier-Andretti : the longest struggle of the race, and for fourth place. But in the final third of the race, they all drop out of the top six.

7 - Nelson Piquet on the rostrum again. Maybe only Reutemann could have beaten him.

took place among the leaders. Arnoux had to let Jabouille past, and he was also overtaken by Piquet. A lap later, Piquet overtook Jabouille while Arnoux was still third in front of Villeneuve who had just overtaken Giacomelli. Rebaque was sixth, and was supporting Piquet superbly by holding off Jones.

But disaster struck on the sixth lap. One of Villeneuve's rear tyres exploded. The Ferrari crashed heavily, and Giacomelli went out at the same time when he hit some of the debris. It wasn't a very encouraging moment for the local crowd. But because of this, Jones, who had overtaken Rebaque, found himself in fourth place behind Piquet, Jabouille, and Arnoux. Rebaque led a tight bunch comprising Pironi, Jarier, Andretti, Watson and Patrese.

Jones quickly caught Arnoux who was suffering understeer, and overtook him on the twelfth lap. From then on, there was little change until half distance.

Piquet led, Jones was third but remained over ten seconds behind his Brazilian rival. However, the gap between second-placed Jabouille and Jones began to diminish. The Renault driver was in trouble with turbo lag, and also the gearbox was not working properly. On the 29th lap, just before half distance, the Williams took the Renault under braking for the final chicane. So the leaders of the World Championship led the Italian Grand Prix ; could Jones catch Piquet ? The answer was no. The Williams driver lost ground because of brake trouble, and Piquet pulled away to win by nearly half a minute from Jones.

Third place should have gone to Jabouille, but just four laps from home, the Renault gearbox gave up altogether. Arnoux wasn't there to inherit the position. Rene spent a long time holding off Rebaque until the Mexican retired on the 19th lap. Then he had Andretti to deal with who retired on the 41st lap, and finally it was Jarier's turn, but he quit on the 48th lap. Arnoux had even let Jarier into fourth place before his compatriot retired. Yet when he no longer had anyone to challenge him, he began to lose ground because of a broken shock absorber mounting. So De Angelis finished fourth, the first Italian, while Rosberg went from nearly last to fifth, and Pironi took sixth.

So who was third ? Reutemann, who came all the way through the field with no fourth gear and a broken exhaust, driving as hard as he could, taking advantage of retirements, and giving Williams a 2-3 even if Jones did lose the lead in the World Championship □

Imola statistics

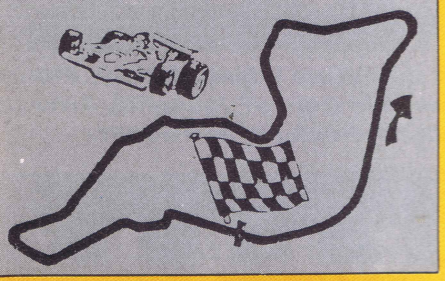
ITALIAN GRAND PRIX

Date : September 14, 1980
Circuit length : 3.132 miles
Race distance : 60 laps, 187.902 miles
Conditions : hot and hazy
Attendance : approx 120,000 spectators

THE RECORD

(last five races : **Monza***)*

1975 : Regazzoni (Ferrari 312T)
1976 : Peterson (March 761)
1977 : Andretti (Lotus 78)
1978 : Lauda (Brabham Alfa BT46)
1979 : Scheckter (Ferrari 312 T4)



STARTING GRID

ARNOUX	**JABOUILLE**
Renault RE25	Renault RE23
1'33"988	1'34"339
REUTEMANN	**GIACOMELLI**
Williams FW07/B	Alfa Romeo 179
1'34"686	1'34"912
PIQUET	**JONES**
Brabham BT49	Williams FW07/B
1'34"960	1'35"109
PATRESE	**VILLENEUVE**
Arrows A3	Ferrari 312 T5
1'35"618	1'35"751
REBAQUE	**ANDRETTI**
Brabham BT49	Lotus 81
1'35"872	1'36"084
ROSBERG	**JARIER**
Fittipaldi F8	Tyrrell 010
1'36"091	1'36"181
PIRONI	**WATSON**
Ligier JS 11/15	Mc Laren M29/B
1'36"422	1'36"450
FITTIPALDI	**SCHECKTER**
Fittipaldi F8	Ferrari 312 T5
1'36"758	1'36"827
CHEEVER	**DE ANGELIS**
Osella FA 1/B	Lotus 81
1'36"884	1'36"919
BRAMBILLA	**LAFFITE**
Alfa Romeo 179	Ligier JS 11/15
1'36"929	1'36"972
KEEGAN	**DALY**
Williams FW07	Tyrrell 010
1'37"169	1'37"215
SURER	**PROST**
ATS D4	Mc Laren M30
1'37"270	1'37"284

Non qualified :

MANSELL (Lotus 81) 1'37"661
WINKELHOCK (Arrows A3) 1'38"212
LAMMERS (Ensign MN180) 1'38"215
LEES (Ensign MN180) 1'38"451

TIMES IN UNOFFICIAL PRACTICE

	Friday morning	Saturday morning	Sunday morning
ARNOUX	1'37"065	1'38"559	1'39"267
JABOUILLE	1'35"551	1'38"439	1'37"868
REUTEMANN	1'36"394	1'37"858	1'37"260
GIACOMELLI	1'35"582	1'35"328	1'38"229
PIQUET	1'35"749	1'36"779	1'37"740
JONES	1'36"530	1'36"260	1'37"554
PATRESE	1'37"898	1'36"083	1'38"033
VILLENEUVE	1'36"484	1'36"628	1'38"626
REBAQUE	1'37"018	1'35"835	1'37"617
ANDRETTI	1'37"833	1'36"804	1'38"106
ROSBERG	1'37"719	1'37"166	1'38"445
JARIER	1'36"487	1'37"218	1'38"872
PIRONI	1'35"645	1'37"159	1'38"129
WATSON	1'38"809	1'36"451	1'38"559
FITTIPALDI	1'41"749	1'38"344	1'39"078
SCHECKTER	1'37"281	1'39"463	1'39"055
CHEEVER	1'37"899	1'38"831	1'39"799
DE ANGELIS	1'38"143	1'37"162	—
BRAMBILLA	1'38"019	1'37"070	1'39"208
LAFFITE	1'37"542	1'37"364	1'38"905
KEEGAN	1'39"490	1'37"834	1'41"499
DALY	1'39"228	1'37"755	1'39"442
SURER	1'39"057	1'38"651	1'40"287
PROST	1'40"189	1'37"480	1'40"538
MANSELL	1'50"171	1'38"168	1'37"671
WINKELHOCK	1'38"630	1'39"100	—
LAMMERS	1'55"141	1'38"104	1'39"139
LEES	1'39"262	1'38"580	—

OFFICIAL PRACTICE TIMES

	1st session	2cnd session
ARNOUX	1'34"759	1'33"988
JABOUILLE	1'34"339	1'34"411
REUTEMANN	1'35"471	1'34"685
GIACOMELLI	1'35"082	1'34"912
PIQUET	1'35"414	1'34"960
JONES	1'35"177	1'35"109
PATRESE	1'36"495	1'35"618
VILLENEUVE	1'36"350	1'35"751
REBAQUE	1'36"700	1'35"872
ANDRETTI	1'36"511	1'36"084
ROSBERG	1'37"136	1'36"091
JARIER	1'38"007	1'36"181
PIRONI	1'36"444	1'36"422
WATSON	1'37"388	1'36"450
FITTIPALDI	1'38"162	1'36"758
SCHECKTER	1'36"827	1'37"571
CHEEVER	1'37"931	1'36"884
DE ANGELIS	1'37"722	1'36"919
BRAMBILLA	1'37"488	1'36"929
LAFFITE	1'36"972	1'37"306
KEEGAN	1'37"848	1'37"169
DALY	1'37"683	1'37"215
SURER	1'38"509	1'37"270
PROST	1'37"284	1'37"541
MANSELL	—	1'37"661
WINKELHOCK	—	1'38"212
LAMMERS	1'41"800	1'38"215
LEES	1'38"745	1'38"451

PIT STOPS AND RETIREMENTS

Brambilla : retired 5th lap, accident due to punctured tyre - **Cheever** : stopped 5th lap, brake fluid leak, restarted three laps later - **Villeneuve** : accident 6th lap due to punctured tyre - **Giacomelli** : accident 6th lap following Villeneuve's - **Fittipaldi** : accident 18th lap - **Rebaque** : retired 19th lap, broken rear suspension - **Watson** : retired 21st lap, overheating wheel bearing which caused loss of brakes - **Daly** : accident 34th lap - **Patrese** : retired 39th lap, overheating - **Andretti** : retired 41st lap, lack of oil pressure - **Surer** : retired 46th lap, overheating - **Jabouille** : retired 54th lap, broken gearbox - **Jarier** : retired 48th lap, boiling brake fluid.

PROVISIONAL WORLD CHAMPIONSHIP CLASSIFICATION

Position/Driver	ARGENTINA	BRAZIL	SOUTH AFRICA	US WEST	BELGIUM	MONACO	FRANCE	GREAT BRITAIN	GERMANY	AUSTRIA	HOLLAND	ITALY	Total
1. Piquet	6	—	3	9	—	4	3	6	3	2	9	9	54
2. Jones	9	4	—	—	6	—	9	9	4	6	—	6	53
3. Reutemann	—	—	2	—	4	9	1	4	6	4	3	4	39
4. Laffite	—	—	6	—	—	6	4	—	9	3	4	—	32
5. Arnoux	—	9	9	—	3	—	2	—	—	—	6	—	29
6. Pironi	—	3	4	1	9	—	6	—	—	—	—	1	24
7. De Angelis	—	6	—	—	—	—	—	—	—	1	—	3	10
8. Jabouille	—	—	—	—	—	—	—	—	—	9	—	—	9
9. Patrese	—	1	—	6	—	—	—	—	—	—	—	—	7
10. Daly	3	—	—	—	—	—	—	3	—	—	—	—	6
Jarier	—	—	—	—	2	—	—	2	—	—	2	—	6
Rosberg	4	—	—	—	—	—	—	—	—	—	—	2	6
13. Fittipaldi	—	—	—	4	—	1	—	—	—	—	—	—	5
Prost	1	2	—	—	—	—	—	1	—	—	1	—	5
15. Mass	—	—	1	—	—	3	—	—	—	—	—	—	4
Villeneuve	—	—	—	—	1	2	—	—	1	—	—	—	4
Giacomelli	2	—	—	—	—	—	—	—	2	—	—	—	4
18. Watson	—	—	—	3	—	—	—	—	—	—	—	—	3
19. Scheckter	—	—	—	2	—	—	—	—	—	—	—	—	2

CONSTRUCTORS CUP

1. Williams 90 pts - **2.** Ligier 56 pts - **3.** Brabham 54 pts - **4.** Renault 38 pts - **5.** Tyrrell 12 pts - **6.** Arrows and Fittipaldi 11 pts - **8.** Lotus 10 pts - **9.** Mc Laren 8 pts - **10.** Ferrari 6 pts - **11.** Alfa Romeo 4 pts.

RESULTS

1.	PIQUET	Brabham BT49	60 laps in 1h38'07"52 113.984 mph
2.	JONES	Williams FW07/B	28"92 behind
3.	REUTEMANN	Williams FW07/B	1'13"66 behind
4.	DE ANGELIS	Lotus 81	one lap behind
4.	ROSBERG	Fittipaldi F8	one lap behind
6.	PIRONI	Ligier JS 11/15	one lap behind
7.	PROST	Mc Laren M30	one lap behind
8.	SCHECKTER	Ferrari 312 T5	one lap behind
9.	LAFFITE	Ligier JS 11/15	one lap behind
10.	ARNOUX	Renault RE25	two laps behind
11.	KEEGAN	Williams FW07	two laps behind
12.	CHEEVER	Osella FA 1/B	three laps behind
13.	JARIER	Tyrrell 010	six laps behind

Fastest lap : Jones, 1'36"089, 116.399 mph.

THEIR FASTEST RACE LAPS

	Time	Lap N°
Jones	1'36"08	47
Piquet	1'36"31	51
Jabouille	1'36"45	44
Reutemann	1'36"65	54
Rosberg	1'37"00	58
Pironi	1'37"59	57
De Angelis	1'37"64	40
Prost	1'37"78	55
Jarier	1'37"99	54
Andretti	1'38"17	28
Arnoux	1'38"31	26
Cheever	1'38"36	50
Patrese	1'38"43	29
Scheckter	1'38"46	23
Rebaque	1'38"47	16
Watson	1'38"59	15
Laffite	1'38"59	46
Keegan	1'38"82	33
Surer	1'39"41	43
Fittipaldi	1'39"58	15
Daly	1'39"74	33
Giacomelli	1'39"78	2
Villeneuve	1'39"86	4
Brambilla	1'42"24	3

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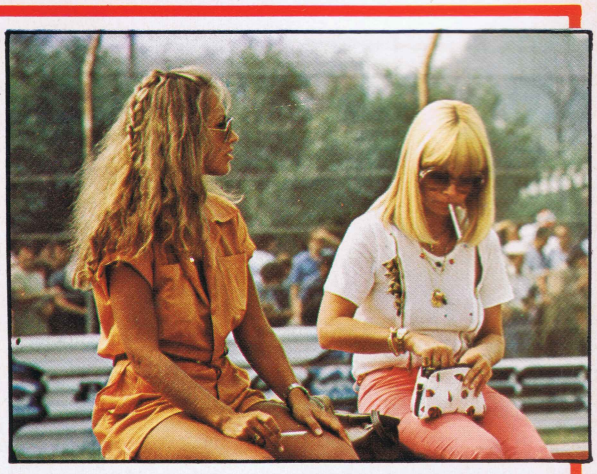
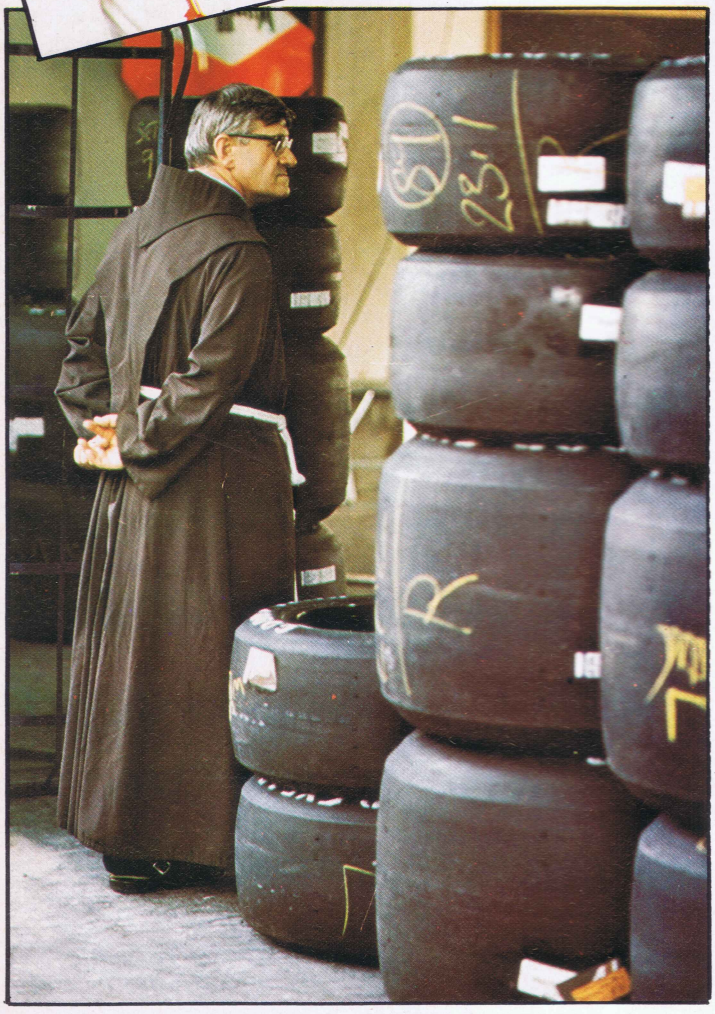


There was a good entry at Imola for the beauty stakes.

It's hard to rival Ferrari, so Guy Ligier adopts one of the loaned Vespas to run around the paddock.



Not a very good atmosphere for meditation, but it shows that there are many different people at Grands Prix these days. On Sunday at three, the 24 High Priests of Formula One celebrated their « Mass ».

He's in there somewhere - you can see his eyes.

THE ITALIAN GRAND PRIX IN PICTURES

1 - Jean-Pierre Jarier was in fine form throughout the weekend.

2 - The eagle eye of Nelson Piquet, the star of the last few weeks.

3 - A hard weekend for Ligier.

4 - The most alarming seconds of the weekend : Gilles Villeneuve's crash. A tyre burst on the Ferrari which slid into the wall at 175 mph before bouncing across to the other side of the track.

5 - One lap before Villeneuve's accident, Brambilla also had a tyre burst.

6 - A check on the wing angle of Scheckter's T5.

7 - An Arrows's Cosworth fires up with a little help in the admission trumpets.

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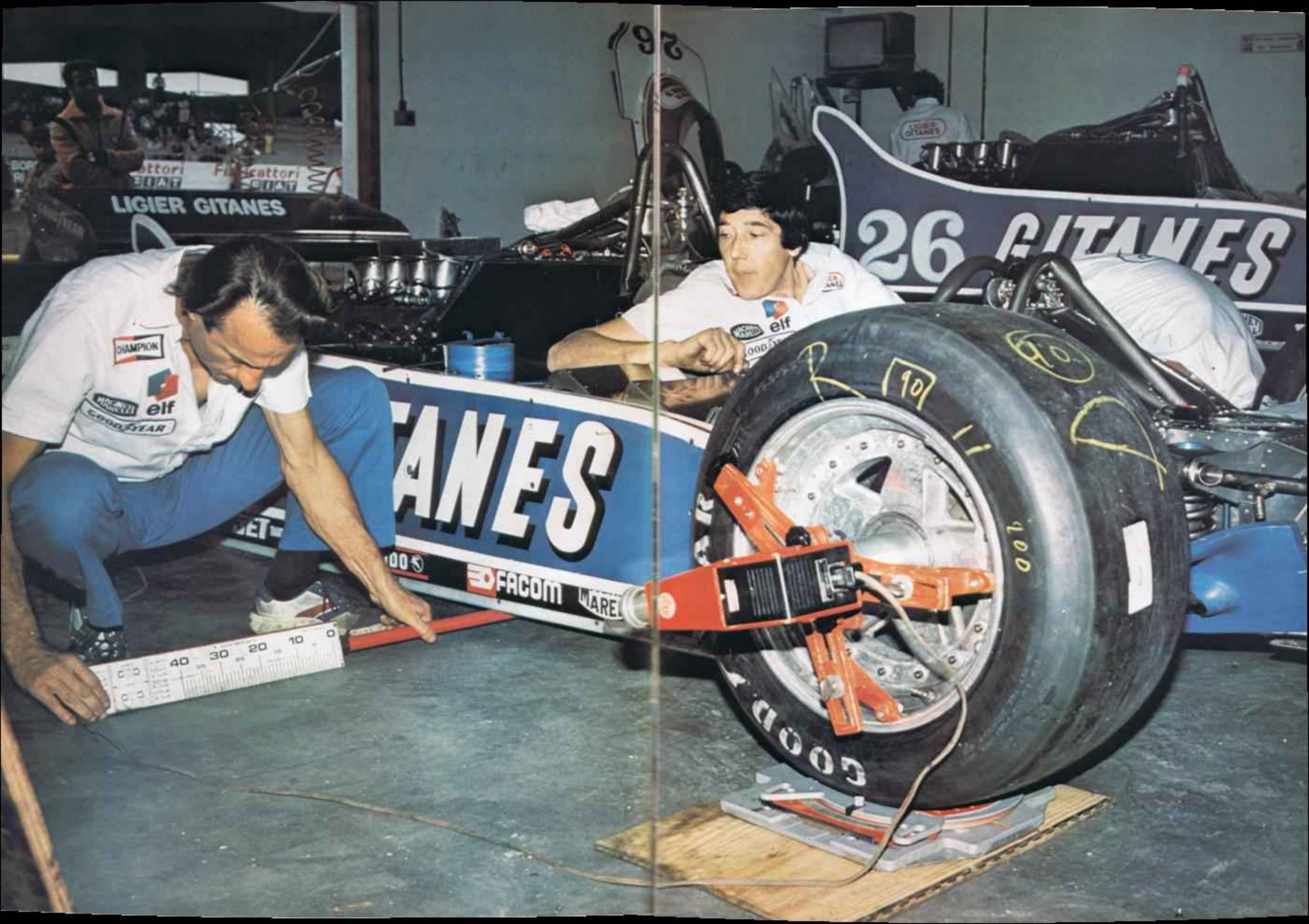
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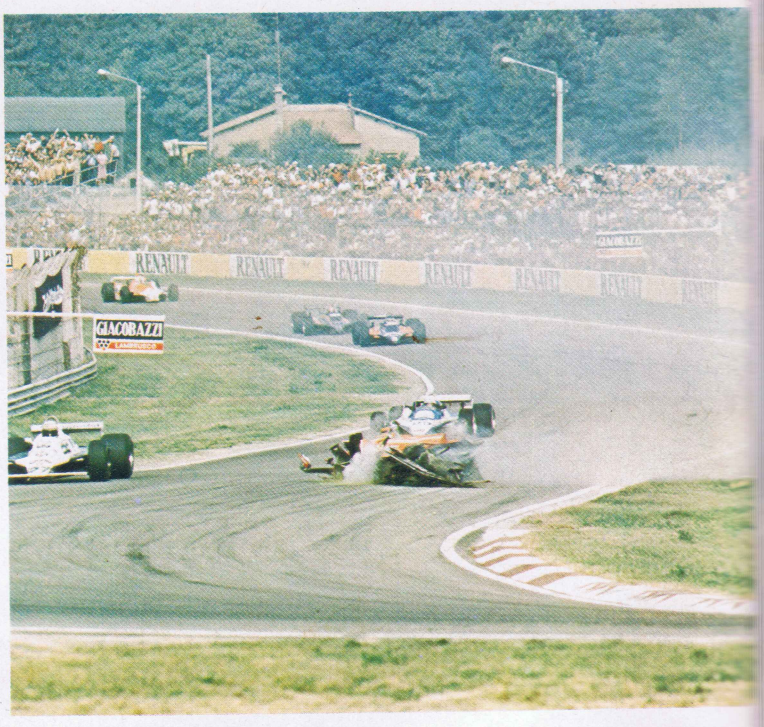
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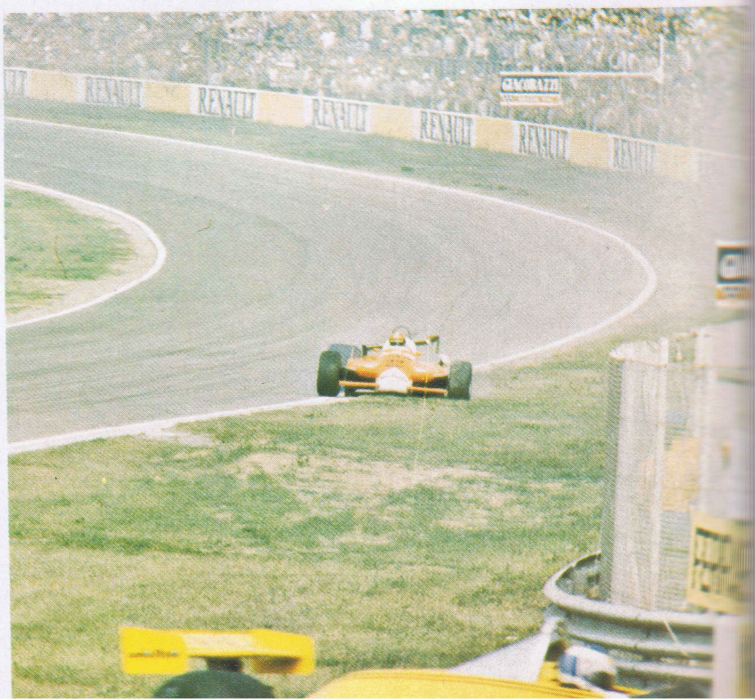
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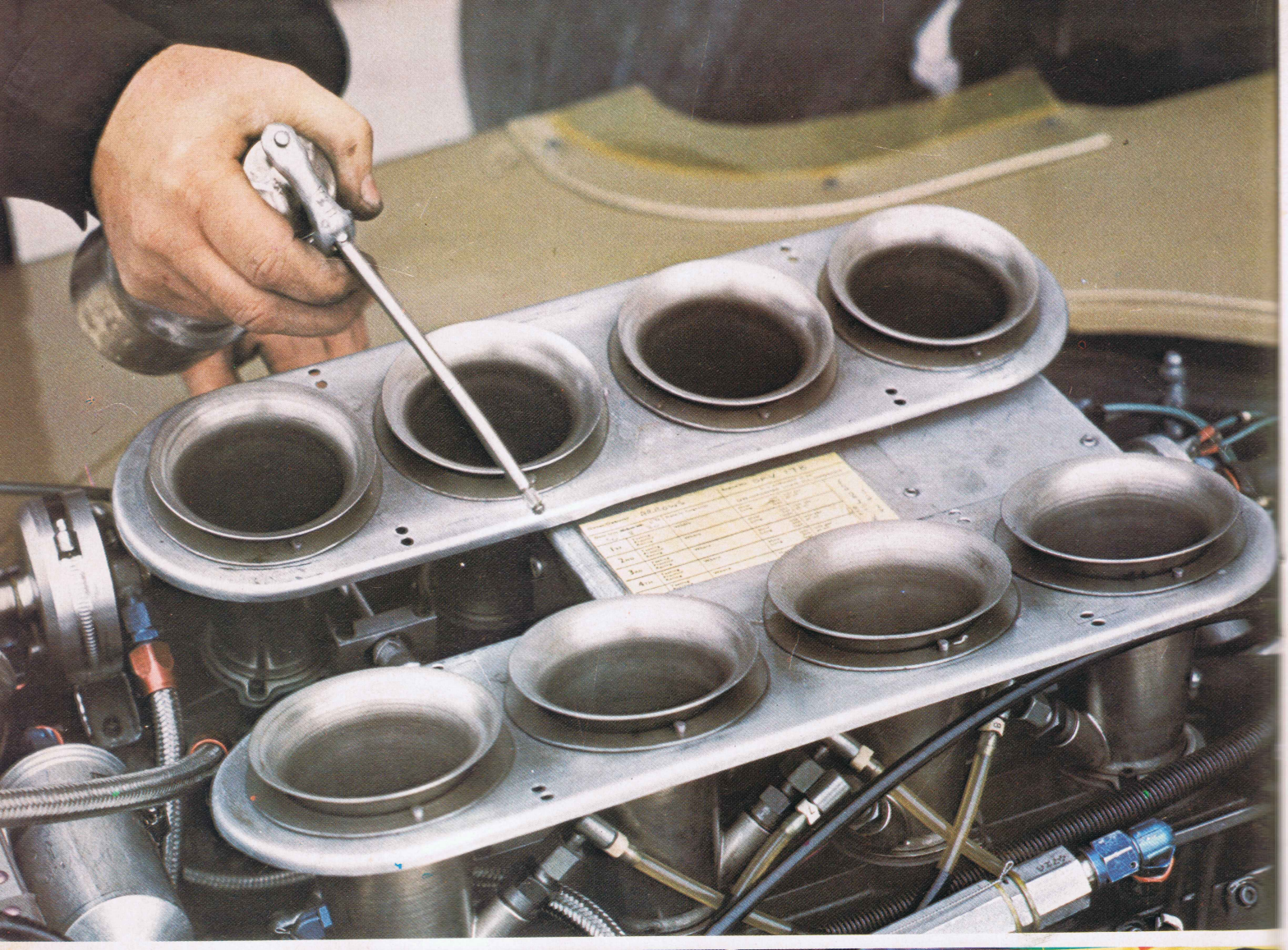


Michelin

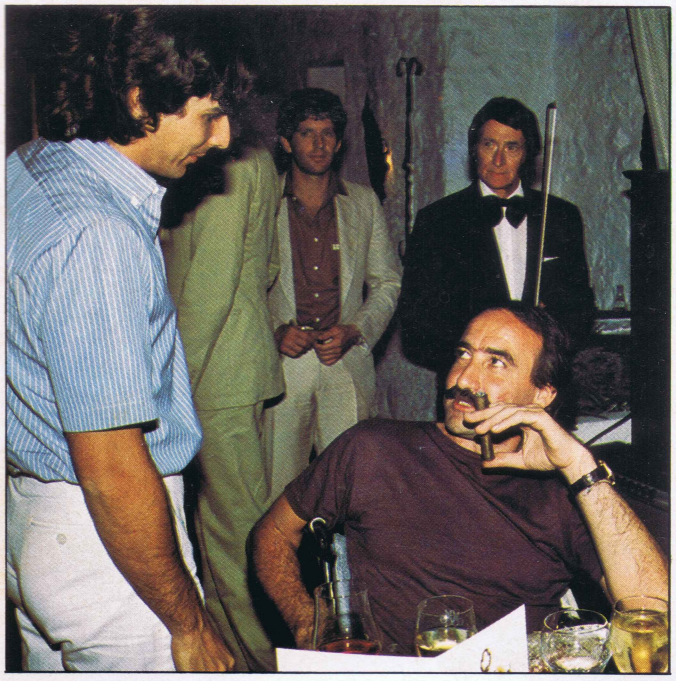
DOLCE VITA ESSEX-STYLE

It's almost impossible to take a group photograph like this at a Grand Prix. Piquet looks happy and why not ? He'd just won the Dutch Grand Prix.

Believe it or not, bur there really is such a thing as a happy-lookinh racing driver ! I've now seen one for myself, in fact 15 of them, on the day after the Dutch Grand Prix, at a get-together organised in Monaco by Essex Motorsport. They had left their worries at home, together with their helmets, in order to concentrate on a relaxing programme of fun and gastronomy. I was allowed to be one of their number for a while, il order to take a few pictures. I was able to forget, for just a moment, just how difficult il can be to catch a driver smiling between practice sessions. It's much easier to approach these elusive stars when reality is suspended for a short time.

by Bernard ASSET

Sun, sea and water skiing. Watson has just had his turn, Lammers and Cheever are next. That's Barbro Peterson on the right.



Clay Regazzoni was a popular addition to the guest list. His infectious sense of humour was as great as ever.

Glitter is something that appeals to David Thieme. He also enjoys Formula One racing, and from the very moment that he decided to get involved in the sport he has successfully combined the two interests. There's no greater temptation than being invited to join the high rollers and allowing oneself, albeit briefly, to become a jet-setter. Tough and demanding though it may be, Formula One also has its moments - between races - of relaxation. And an invitation to any sort of party which is being thrown by Essex is something which can't be turned down, if only because you can be sure it's going to be something special. Petrodollars have a wonderful effect - notunlike a real-life magic wand.

All of us, naturally, were familiar with Monaco, where we had been only four months earlier for the Grand Prix. But somehow the race felt even more distant. Outside the Hotel de Paris, the familiar guard rails were missing. And anyway, our group of fifteen had come for a bit of fun, not to race. When you're a star, it's good to be incognito once in a while.

There were some faces missing, alas. Among them were Alan Jones (possibly still musing on that second-lap mistake in Holland), and Mario Andretti, who was back in the States for some USAC tests.

Thus there were fifteen, delighted to find that they were to be joined by good old Clay Regazzoni, ever the iron man of Lugano, still smiling in spite of that awful Long Beach accident. Guests in the Hotel de Paris were lost in admiration for his wheel-chair antics...

These two days of Monégasque dolce vita got off to a good start at the « Manoa », which is the restaurant of the Sporting Club of Monaco, home of gambling in the Principality. It was blazers for the men, but no ties (after all, they were relaxing), and smiles all round : I would never have believed that I would one day see the names that bring in the race track crowds all sitting round a table together, poking fun at each other like ordinary people.

One of those famous Formula One briefings ? It can't be, there are strangers in the pack and the drivers look too relaxed.

There was a reminder of the race track over dessert, on the terrace outside Jimmy'z, as we watched a film that that had been made of the Grand Prix in May. We found it most enjoyable, although there were slow-motion excerpts showing the stiffness of Lotus chassis which would have given Colin Chapman the willies !

It was late to bed and no early rising. Sun and sea make Monaco what it is, with the beach the next stop on the programme. I was lucky to be taken there in Nelson Piquet's luxurious new Mercedes 500 SEL, and the happy Brazilian seemed to be as thrilled with his new toy as he had been a couple of days earlier with his Zandvoort victory. His chum, Jan Lammers, glanced around the inside of the car with a practised eye : *« Get a load of the stereo, »* he said : *« all of 80 watts... »*

The two of them paid little heed to the fittings, though, as we rushed down the hill to Sainte Dévote. *« Do you remember this place, two years ago ? »* said Jan, pointing, and they burst out laughing. *« Yes, it's the old Formula Three paddock. »* Nelson's come a long way since then, Jan not quite so far. But at that moment their happy memories brought them disarmingly close together.

On the beach there was plenty to keep us amused, as the ever-attentive François Mazet (David Thieme's right hand man) kept up the pace. Nothing was organised, though, as we enjoyed the sight of the Formula One circus on holiday. Jody Scheckter, for example, giving ping-pong lessons to youngsters like Cheever and Mansell. Or Clay Regazzoni taking a serious look at some of the more colourful publications. Elsewhere, Didier Pironi was closeted away with Jacky Ickx for his advice on which team he should be driving for in 1981. Appropriately enough, among the teams which employed Jacky during his own racing career are Ferrari and Ligier. Playing in the sunshine nearby were Barbro Peterson and Nina, her four-year-old blonde daughter. The hours slipped by delightfully. Suddenly we were shaken out of our reverie by the noise of the engines in Thieme's « Cigarette » speedboat, warming up in readiness for water-ski lessons. Suddenly, all eyes were on the figures which took turns to whirl along in its wake : Piquet, Lammers (the most agile of all, as befits the « king of the wet »), Cheever and Watson.

The last man to brave the waves was Didier Pironi. Racing through the turbulence with such obvious determination, it looked for all the world as though he was trying to revenge himself, within sight of the very spot where a moment's inattention had cost him the Monaco Grand Prix itself.

To end it all, we descended on the Moulin de Mougins, that great restaurant where Roger Vergé (himself an ardent motorsports fan) performs nightly miracles of cuisine. Having seen him countless times in race track garb, it came as something of a shock to catch him in his chef's whites.

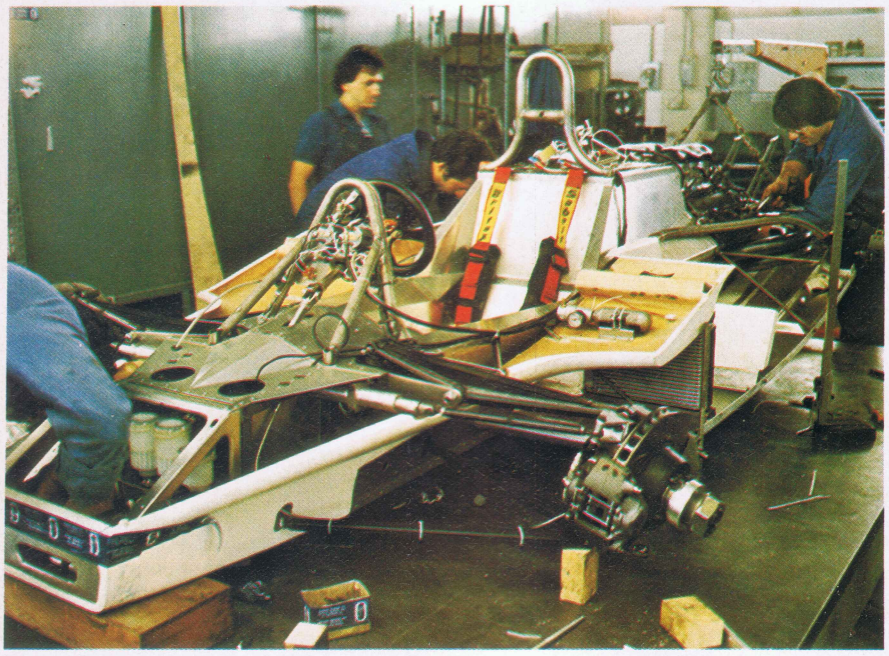
To celebrate Regga's 41st birthday, there was a huge cake. At the piano, French musical star Eddie Barclay - accompanied by a spaniel-eyed violin player - vamped a touching « Happy Birthday to Clay ».

The champagne glasses chinked as the aroma of Havana drifted around the room. And at last it all had to end in a round of happy « goodnights. » Bye-bye for now. « see you all at Imola. »

OSELLA: FROM LI

They call him « the other Enzo ». That's because he has the same first name and is involved in the same sport as Commendatore Ferrari. For the time being, though, that's the extent of the similarity. The Osella team is the new comer in the Formula One world. It's the David to the powerful and prestigious Goliath, Ferrari. But Enzo Osella also brought a new car to Imola. It was as large a step for him as it was for Ferrari to bring along the new 126 C. The new car constituted all the Osella team's hard-won experience over the last eight months. Those eight months have meant stubborn determination, obvious courage, a lot of serious work and a little craziness which is always necessary in taking on such risky tasks. Enzo Osella has proved that he deseves his place in Formula One.

by Eric BHAT



Osella's new car before Imola. It is the result of the team's first eight months in Formula One.

Enzo Osella is more than simply the boss. At 40 years of age, he's responsible for the entire team, the finance, ideas, everything.

WHEN Enzo Osella entered a car in the European Formula Two championship at the beginning of last year, it was not without some plan in the back of his mind. For apart from Formula Two, it was Formula One that he was really thinking about, and in the short term. *« Formula Two didn't interest me in itself »*, the chatty Italian constructor explains today. *« We ran the car to gain some experience, to assess our own capabilities, and to see if we could build and run a competitive car. »*

Throughout motor sport, and at all standards, Formula One remains the main attraction, but for many, it is simply a mirage, an unreachable goal. Furthermore, as years go by, the difference between Formula One and lesser formulae increases. But Enzo Osella wasn't content to dream. He ignored the obvious difficulties. He rejected cautious advice founded on the Martini team's recent experiences under the same conditions. And he decided to go ahead.

One has to go back two years in order to understand his reasoning. At that time, the team was better known as a constructor of sports cars. The team was well-known and respected in this class. But it had to look to the future.

« Sports cars were going downhill, no one was interested in them. It was proving impossible to find a sponsor, while it was still very easy to find budgets to race single-seaters, and in particular, Formula One. So I decided to go for Grand Prix racing. »

The first stage was to run the Formula Two car, a continuation of a programme dating from 1976. Last year, Eddie Cheever won three races which

LITTLE ACORNS...

contributed to him being placed third in the championship. Enzo Osella considered this to be good enough, and almost immediately decided to take the big step into Formula One. *« I thought that if we didn't go into Formula One in 1980, it would be too late. It would be impossible because of the rapid technical progress... and the finance required. »*

It started exactly a year ago. Denim and MS agreed to contribute the necessary finance. Engineers Stirano and Pedrotta started work on the design boards. At the beginning of October, the mechanics started to build the first monocoque. Things progressed quickly from there. By mid-December, the Formula One Osella was reality and had a shake-down a few days before leaving for Argentina.

« It took scarcely more than two months from beginning to end. I think that's some kind of a record », admitted the constructor with some pride, *« especially as we built it entirely ourselves ».*

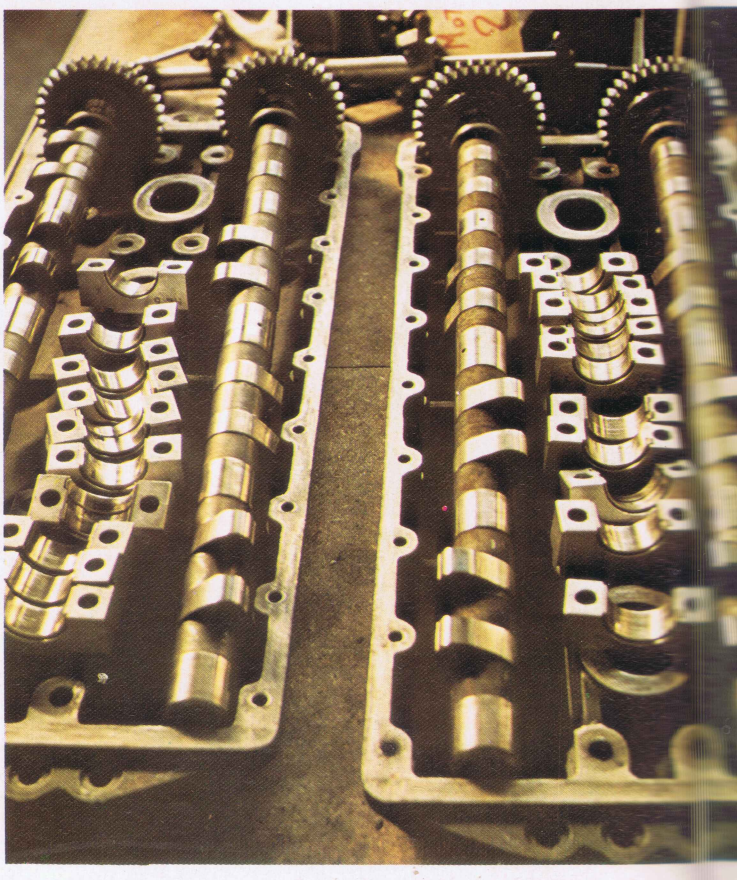
The fact is that it's harder to build a single-seater in Italy than in England for instance. There are a host of small subcontractors to build numerous bits to help the English constructors in their work. But Osella had no such facilities, and wasn't keen to become an assembler anyway. *« I think I can say that we deserve the title of constructor more than most other teams. We built the chassis, bodywork, suspension, driveshafts, everything in our own workshops. We couldn't employ a subcontractor to build the chassis in England, so we took the bull by the horns and did it ourselves. However, that caused us a number of problems thanks to our inexperience. »*

The Italian engineer wasn't boasting nor showing any false modesty. He may feel more of a constructor than the others, but he realises that fact and without bragging about it he acknowledges the work put in by his employees, That's because the very fact that the first Osella was built so quickly was little short of miracle. It may be the first of a series.

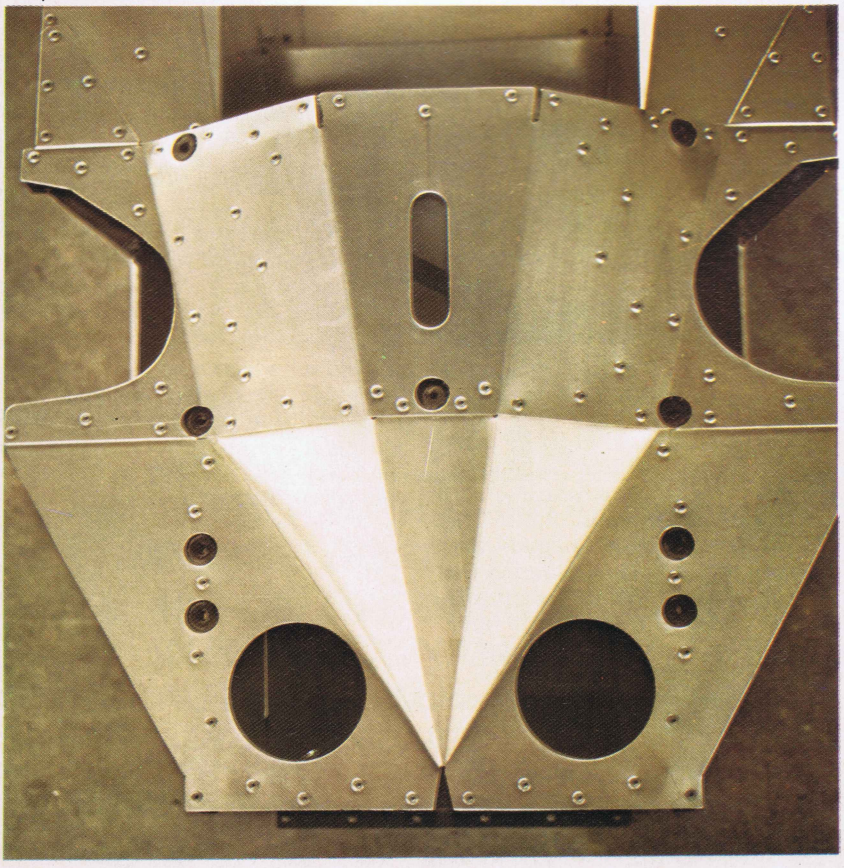
THIS becomes more apparent when one realises that only 35 people are employed by Osella, and they don't all work in Formula One. Two litre sports cars are also built in the big workshop on the outskirts of Turin. *« We sell around 15 per season, »* says Enzo Osella. *« We also prepare our own engines, and do repair work on the cars. If the Formula One programme goes well, we shall consider terminating construction of other cars, but that's impossible at the moment ».*

The reason for that is that the sports car business has helped Osella get into Formula One. *« By selling sports cars, we've been able to make a twenty per cent investment in the Formula One*

Fifteen employees are permanently attached to the Formula one programme. It's hard but satisfying work.



Osella makes his own monocoques and prepares the Cosworth engines. « We are more constructors than many other teams. »



programme. » Twenty per cent of £ 500,000 is already a considerable sum. *« But that's quite normal, »* continues Osella, *« when a firm goes into Formula One for the first time, they have to invest in themselves. »*

But miracles, however praiseworthy they may be in themselves, are sometimes useless, even negative. Enzo Osella, Eddie Cheever and the team reckoned in hindsight, that they made a mistake by going to Argentina prematurely. *« It was much, much too early, and I've regretted the move »* says Osella. *« Our first car was scarcely set-up for the first practice. We went to Argentina with a car that we didn't even know. That gave us a lot of problems. »*

So why was the team so eager to run the car ? Why the hurry ? Was it to get to grips with the competition as soon as possible ? There had to be another reason for the team to be so eager to risk everything. *« We were in a hurry to race, even though it might not have been the right thing to do.But FOCA wanted us to do a full season if we were to become members. We knew that the car wasn't going to go well, and it was possible that we might not even qualify. But we had to abide by FOCA's rules if we were to take advantage of the benefits of membership. »*

Eight months later, Enzo Osella regrets having taken that decision. *« If we could start again, I would avoid doing the same again and I wouldn't go to South America. It would have been better to go testing and get some miles on the car-too bad for FOCA. We were six second off the pace at Buenos Aires.That's an enormous margin, inexcusable. We came back from South America completely demoralised and disheartened ».*

The first few days of February were the hardest in Enzo Osella's career as a constructor of racing cars. It was heart-searching and discouraging. For the first time since he'd been building cars, he had his doubts as to whether he was up to the job. He explains in percentages, just how the South American disappointment affected him. *« Fifty per cent of me wanted to stop there and then. The other fifty per cent wanted me to carry on. I immediately thought of Martini's retirement, and I wondered if I shouldn't do the same thing. Six seconds was really too much, an eternity ».* He felt like a David that was weak but unable even to challenge Goliath.

BUT then things improved. Osella had been thoroughly disillusioned. But then he realised that he could strengthen his position. It took a few days of extra work, a few improvements (principally the weight) and three days of testing at Le Castellet, but although it didn't give the team confidence, it made Osella's men rea-

lise that the battle wasn't necessarily lost.

« We couldn't pull out without trying to resolve the problems that had manifested themselves. And that's what we did. Cheever's times during testing at Paul Ricard weren't fantastic but they proved that some progress had been made with the car. It gave us the boost we needed to continue. »

It may be easy to say so in retrospect, but it would have been extraordinary if Osella had pulled out so quickly. As a man, Osella has a lot of energy. He's proud, yet straightforward. He pushes himself hard yet doesn't appear to tire. His sleeves are always rolled up. His pride, and that of his enthusiastic team comes from the work that they've accomplished. *« We've always made good racing cars, »* confirms Osella. He works closely with his staff, there's no complicated hierarchy within the team. There are no barriers between team and boss. That's quite apparent from the fact that Osella frequently drives the team's minibus to the circuit. But his apparent calmness gives the wrong impression. Bitter determination lies behind his calm exterior. And that determination has borne fruit.

Once Osella and his team had recovered from their initial set-back, they began to make progress in Formula One. It may not always have been very easy but it was constant, not always systematic nor rewarded, but nevertheless, it was effective. The blue and white Osella was a regularly qualifier. And after a few test sessions, Eddie Cheever occasionally ran among the top ten, particularly at Jarama. But Cheever still hasn't any points in the World Championship, the more's the pity for the Italian team. And there have been more ups and downs for the personnel during the season. Nevertheless, the 15 or so fulltimers attached to the Formula One programme have proved themselves.

« Formula One is hard, very hard. » Enzo Osella admits that he underestimated the job in hand when he began his Formula One programme. *« We knew that it was going to be difficult, but we didn't realise that just how many practical problems there were going to be. Current wing-cars are incredible machines, but apart from making them quick, they are subjected to such stresses that it's very difficult to make them realiable. We thought that our experience in sports car racing would help us. In fact, it's been totally insufficient. For example, we tried three different types of driveshaft before we came up with a model that didn't break. We had a lot of trouble with the fuel system. Finally, we broke three engines during the French Grand Prix because of oil surge in the tremendously fast corners. That was the worst weekend of the year. »*

Even so, as the races went by, the team's experience grew and the job was accomplished, however difficult. *« I'm not saying that we've made miracles, »* continues Osella, *« but I think we've accomplished a lot. We've been up against other teams with a lot of experience. Everything's been new for us, the racing and the circuits. It's all-been new and we've managed to make progress in terms of organisation. So I think maybe we've performed a small miracle after all. »* If he says so, then that's how he sees it. A big smile crossed his face as he spoke, replacing the lack of modesty.

Osella and driver Cheever : « he's proved that he's going to win races one day. »

HOWEVER, in order to progress, one has to analyse what one has done in order to improve on that. The Osella team tested the temperature of Formula One during its first few months in Grand Prix racing. To improve on its performance up until then, a new car was built, although it could be outdated if skirts are banned. The new car was officially announced the Tuesday before the Italian Grand Prix at Monza, and was raced for the first time at Imola. Its main characteristic is a much narrower chassis. *« We did some wind tunnel tests and found out that the rear end of the car was at fault. We built it wide, in order to make it stiff, but that meant that there wasn't enough aerodynamic downforce at the back which in turn meant there wasn't enough grip. »* The new Osella was a second quicker than the old car around Imola. *« It might even be a little faster than that, »* said Osella before the Italian Grand Prix.

The South American trip wasn't simply discouraging because the car wasn't quick, but also because of a worrying epidemic of engine breakages. Four broke, one after another. It simply strengthened Osella's resolve. The team prepares its own engines, and Osella admits to being more interested in engine development than in his own chassis. *« It's really very interesting »*, he says. *« In the short term, I want to build my own turbo engine. And it will be an Osella engine. It's going to be very expensive so I've got to find the budget to prepare to build it in 1981 and run it in 1982. »*

But that's for the future. Next year the team will use its own version of the Cosworth engine. *« We've built some good engines this year, and some that have been not so good. Next year, I hope to maintain a certain quality. We're currently working on our own version of the Cosworth engine. The rev band is going to be different with our own pistons, valves and our own connecting rods. It should go well ».* Osella was confident.

Has it been a negative season for the team ? One has to ignore the lack of results and look beyond that. *« Considering our budget, I think we've done well. You can't imagine just how expensive Formula One is. We could have done better with more money, but I think we've used our budget well ».* Osella's sponsors obviously agree because they've promised their continued support. Better still, they've promised to increase their budgets which will allow the team to expand. So the tight little team will be stronger, but let's hope it doesn't lose its charm and apparent calm.

Enzo Osella is going to run two cars next year. *« Eddie has shown that he's quick and may one day win races. The identity of the second driver will depend on budgets ».*

Osella finishes in optimistic mood. *« Taking into account what we've done this year, and our plans for next year, I think we should have a tremendous season in 1981. »* □

2 Ferrari Generationen
246 GTS und 512 BB

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Lap by lap-Giro per giro-Runde um Runde-Tour par tour-Vuelta a vuelta-Ronde na ronde

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60

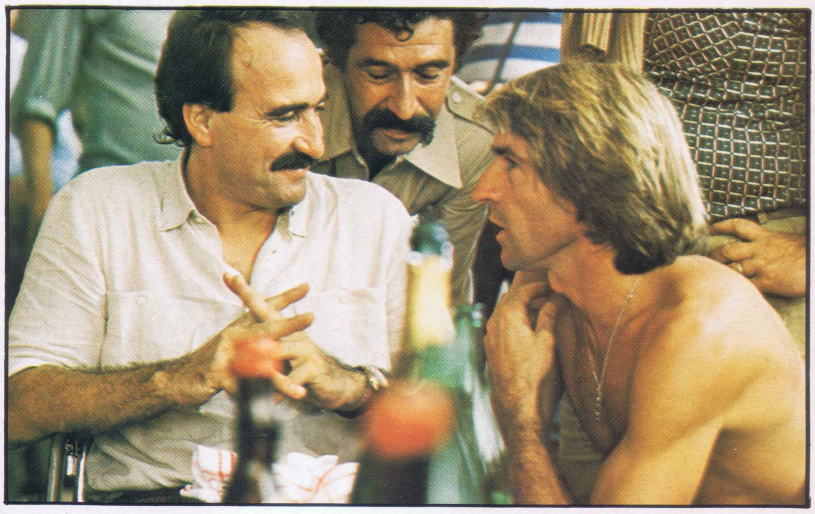
16 RENÉ ARNOUX (F) Renault RE 25 — 1
15 JEAN-PIERRE JABOUILLE (F) Renault RE23 — 2
28 CARLOS REUTEMANN (RA) Williams FW07/B — 3
23 BRUNO GIACOMELLI (I) Alfa Romeo 179 — 4
5 NELSON PIQUET (BR) Brabham BT 49 — 5
27 ALAN JONES (AUS) Williams FW07/B — 6
29 RICCARDO PATRESE (I) Arrows A2/B — 7
2 GILLES VILLENEUVE (CDN) Ferrari 312 T5 — 8
8 HECTOR REBAQUE (MEX) Brabham BT 49 — 9
11 MARIO ANDRETTI (USA) Lotus 81 — 10
21 KEKE ROSBERG (SF) Fittipaldi F8 — 11
3 JEAN-PIERRE JARIER (F) Tyrrell 009 — 12
25 DIDIER PIRONI (F) Ligier JS 11/15 — 13
7 JOHN WATSON (GB) McLaren M 29/B — 14
20 EMERSON FITTIPALDI (BR) Fittipaldi F8 — 15
1 JODY SCHECKTER (ZA) Ferrari 312 T5 — 16
31 EDDIE CHEEVER (USA) Osella FA 80 — 17
12 ELIO DE ANGELIS (I) Lotus 81 — 18
22 VITTORIO BRAMBILLA (I) Alfa Romeo 179 — 19
26 JACQUES LAFFITE (F) Ligier JS 11/15 — 20
50 RUPERT KEEGAN (GB) Williams FW 07 — 21
4 DEREK DALY (IRL) Tyrrell 009 — 22
9 MARC SURER (CH) ATS D4 — 23
6 ALAIN PROST (F) McLaren M 30 — 24

Lap by lap-Giro per giro-Runde um Runde-Tour par tour-Vuelta a vuelta-Ronde na ronde

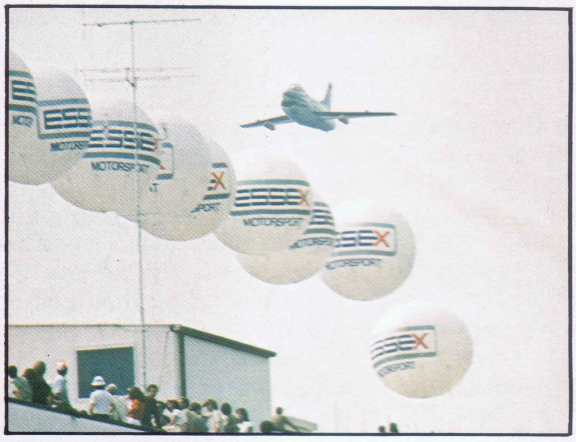
SWISS WATCH
BULER
HOTEL
ATS
GOODYEAR
BULER

Postcard from Imola

Clay Regazzoni visited the Italian Grand Prix and is seen here with Jacques Laffite. It was Clay's first visit to a circuit since his accident.



Rita Cheever and Suzie Patrese, together again.



Airspace at racing circuits is more and more cluttered, what with aerobatic teams, helicopters and various balloons.

CAPTIONS FOR PRECEDING PAGES

1 - Riccardo Patrese was superb in practice, but he was in trouble right from the first lap. He hit Andretti's car and bent a front nose which caused engine overheating.
2 - Early in the race : Arnoux leads Jabouille and Piquet. Reutemann is already at the back of the field, despite his second row start.
3 - The Italian Grand Prix, lap by lap.
4 - Marc Surer's had a very difficult Formula One season. He was badly injured in South Africa, made a brave comeback, and now suffers from Gustav Brunner's departure, and the vagaries of patron Schmid.

Mario Andretti and Andy Granatelli, driver and entrant of the winning Indianapolis car in 1969. Mario remembers this about that win : « there are days when it would be better to stay in bed rather than win Indy and be kissed on the mouth by Andy... »

A driver and a World Champion. Johnny Cecotto raced Procar at Imola.

DEVELOPMENT OF THE 126 C

We wrote about the 126 C in our French Grand Prix issue, but it's been changed quite considerably since then. The overall appearance is the same, but a lot of mechanical and aerodynamic details have been changed. We're going to outline those modifications and describe the car as it was in Imola.

by Giorgio PIOLA

Last June, Commendatore Ferrari unveiled a new, flaming red Ferrari complete with the yellow prancing horse emblem on its side. The specialist press saw the car that day, but only three months later did the car run in public for the first time.

It was at Imola, one week before the Italian Grand Prix, that the 126 C (for'compressore') had its first run in public. An intensive test programme had taken place in the previous three months at Fiorano. During that time, the car had been considerably modified, as detailed in our drawing below. Those modifications concerned the mechanics as well as the chassis and aerodynamics.

By making the monocoque more of a V, the side pod wing profiles were six centimeters wider than before on each side. The distinctive central divide running the length of the engine cover had been dispensed with as it upset the air flow to the rear wing. The shock absorber enclosures at the front had been made narrower in order to facilitate air flow.

On the chassis side, the rear suspension had been redesigned with a new rocker arm system.

The engine is in constant development. Officially, Ferrari aren't saying whether they're trying turbochargers other than the two KKK currently on the engine. They are the same as those fitted to the Renault. Forghieri explained further : *« the car is still very much experimental and it's impossible to define currently what sort of turbo will be used in the end. »*

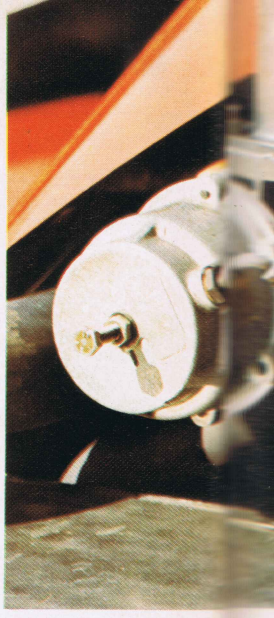
Various accessories for the turbo have also been moved. The heat exchangers which cool the compressed air before it goes into the engine have been modified and repositioned. The air box is smaller than before, and the radiators have also been moved. The exhausts have been moved apart in order to avoid too great a concentration of heat around the turbos, although a heat shield is now fitted. The waste-gate is now vertical.

Finally, the small electronic injection control system - made and designed by the Ferrari engineers to obtain the best possible fuel consumption - has been moved as have the other electronic accessories.

There are two 126 C Ferraris currently in existence. Villeneuve drove the more recent model at Imola. Even though it's very different to the T5, a number of parts are still used on the later model. Four experimental V6 1 500 cc engines have been built.

A week after the turbo first ran at Imola, it was back for the official practice sessions for the Italian Grand Prix. The main modification then was that a new heat exchanger had been fitted which was very similar to that used on the Renaults and which made those cars more reliable.

The 126 C had made quite a lot of progress, for it was quicker than the T5 for the first time. □

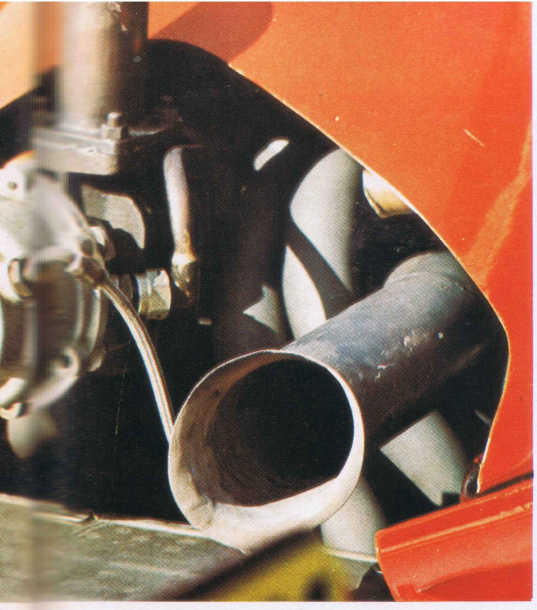


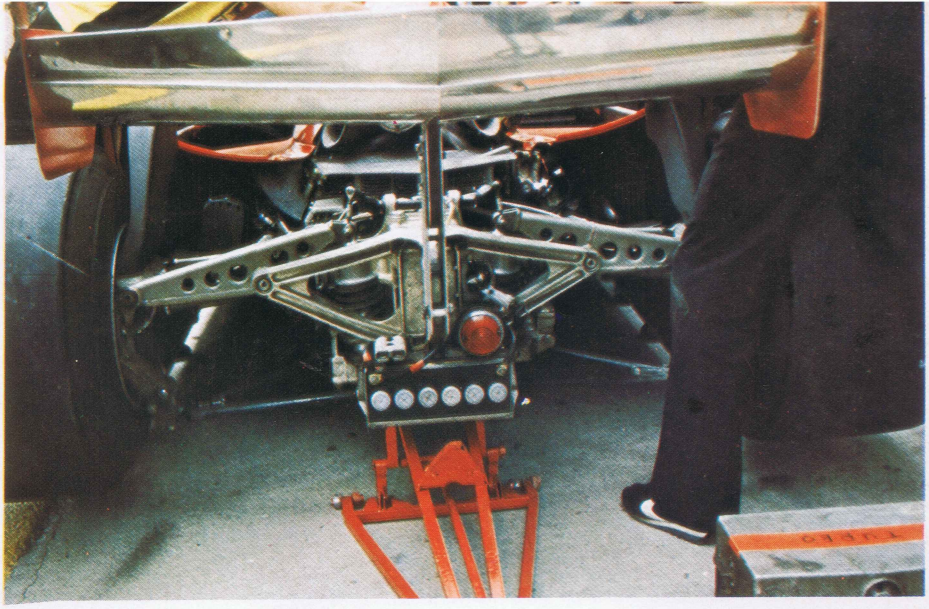
1. The Wastegate valve is now vertically mounted, whereas it was horizontal before.

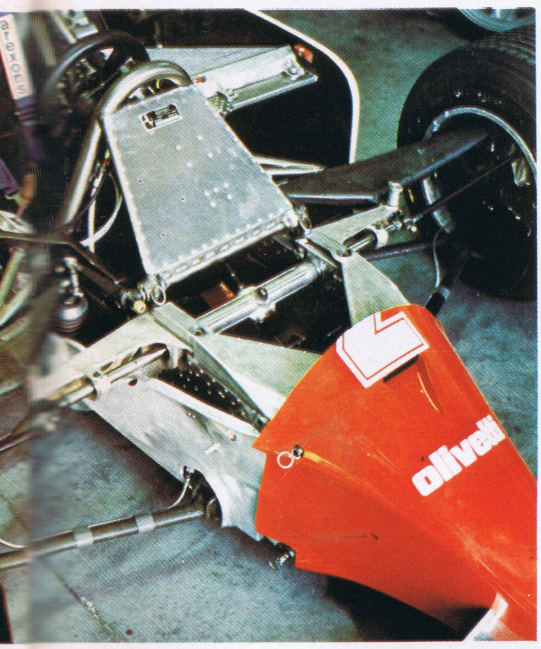
2. The rear suspension incorporates a new lever arm.

3. New front shock absorber enclosure.

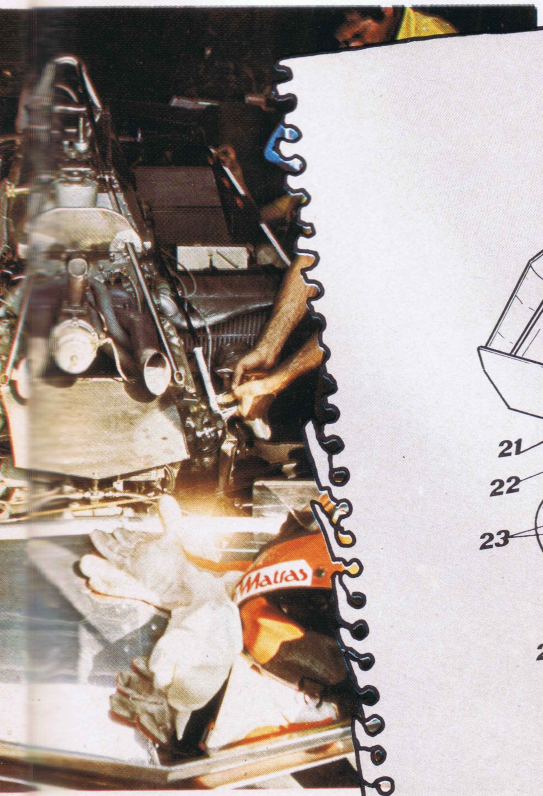
4. In this photograph, you can see the new heat exchangers, and compare them to those used a week previously (see drawing).

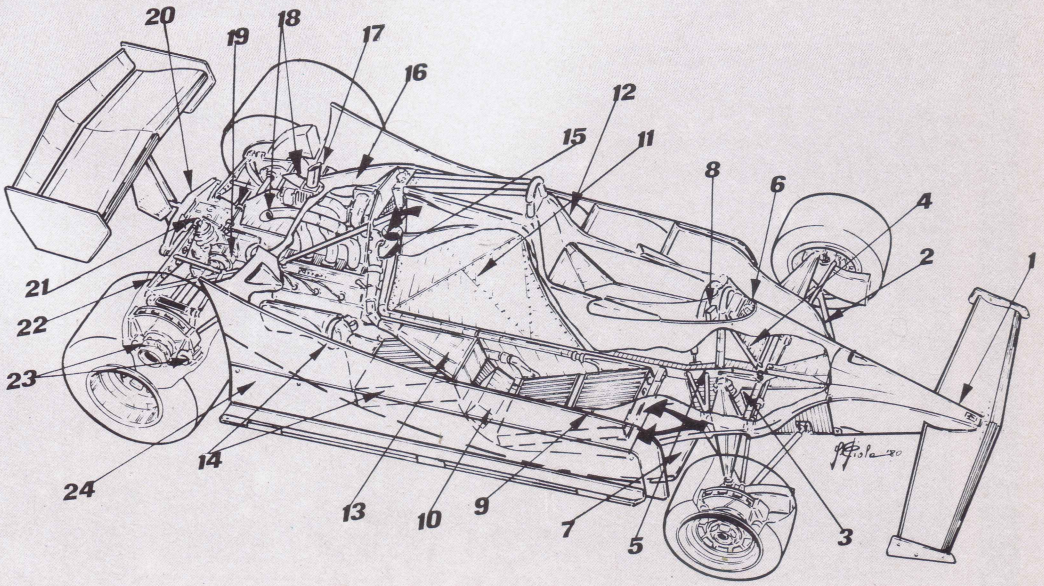






1 Front wing, unlike the T5's, split in two by a little support from the front of the car.
2 The T5's splitter bodywork is replaced by front bodywork that is more common currently
3 Narrower new shock absorber enclosures.
4 Front roll over bar, similar to that of the T5
5 New monocoque, narrower at the base
6 Ferrari-made electronic system for fuel control, now in the left side pod (see 12)
7 Side pod wing profile
8 Digital read-out of water and oil temperatures plus admission air temperature
9 Oil radiators on the right, water the left, slanted at a new angle
10 Marelli's black box
11 Big fuel tank which pushes the driving position further forward than on the T5
12 New position for the fuel control system
13 Heat exchanger : a different system at the Grand Prix to unofficial testing. New system mounted vertically and similar to Renault's
14 Smaller air box than previously
15 Two KKK turbochargers mounted in the V of the engine, as on the original version but now protected from exhaust heat by a small heat shield
16 New engine cover without the central fin
17 Waste-gate, now vertical
18 Exhaust pipes are shorter and set wider apart
19 New transversal gearbox which is narrower and higher with the differential beneath it.
20 Gearbox casting which incorporates rear wing mounting and rear suspension mounting points.
21 Rear shock absorbers are now slightly inclined. They were vertical before
22 New rear suspension compared to original, with new lever arm
23 Twin caliper rear brakes, and outboard discs
24 The 126 C side pods are made in three pieces as on most wing cars in order to make skirt and profile changes easier.





EXTRA, EXTRA

LIGIER : STRUGGLING

What a strange week-end for the Ligier-Gitanes team ! Imola is vaguely reminiscent of Brands Hatch, which might lead one to expect that the blue and white cars would be utterly competitive. That wasn't true, far from it.

The team's first shock came on Thursday evening, even before the first day's practice, when it was learnt that Didier Pironi would drive for Ferrari next year. Everyone semed genuinely surprise, and the immediate reactions and rumours didn't relax the atmosphere within the team. Pironi himself admitted that he'd been in contact with Ferrari, but diplomatically claimed that nothing had been settled.

So the team began practice for the Italian Grand Prix in a confident mood. *« We set the cars up during testing. At that time, Didier was fastest of the Goodyear-equipped teams, so we are hopeful »*, said Gerard Ducarouge. Pironi was eighth after the first qualifying session, Laffite was 13 th, 2.1 s and 2.6 s behind Jabouille's Renault turbo which was admittedly very well suited to the circuit. The Ligiers' performance left a lot to be desired. The cars had brake troubles and they weren't the only ones. Equally, they lacked grip. The cars looked spectacular on the track, especially Pironi's. The future Ferrari driver drove hard, sliding the car through the chicanes and reminding one of Villeneuve and the T5.

The Ligiers were set up for Imola in similar aerodynamic configuration as that used at Kyalami. Gerard Ducarouge surely had good reason for this, but it wasn't apparent on the track. It seemed that the Ligier team had slipped back into the doldrums, as it has on a number of occasions during the past few years.

Laffite wasn't at all pleased with the situation. *« It's incredible »*, he exclaimed that evening, *« that such superb cars can turn out to be so lousy »*.

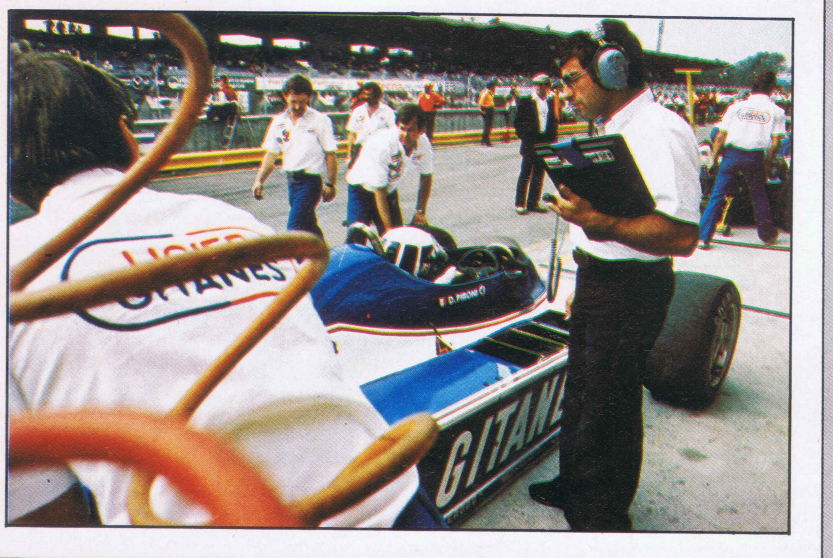
Long Beach-type side pods were fitted for saturday, but it scarcely made any difference. Little progress was made ; Pironi was two hundredths of a second quicker, and that can be just as easily put down to the driver as the car. Meanwhile, most of the rest of the field improved, which meant that Didier was only 13 th on the grid, and Jacques was 20 th. It didn't seem to worry Jacques too much... on the surface. *« Twentieth on the grid ? »* he joked with his mechanics, *« it's not that bad, in fact the opposite. I can jump the start easier. Hey, if I'm not tenth on the first lap, I'm a complete burke. »*

Laffite may have been clowning, but basically, behind it all, he was a worried driver. Didier Pironi, as usual, tried to find a logical reason for being way off the pace. *« The cars have put on weight recently, first of all with the 15 inch wheels, then the reinforced rims, and finally, here, because of the bigger brakes which are necessary for the circuit. Maybe we've upset the general balance of the car. »*

The Brabham is right on the weight limit (575 kilos) and didn't need extra brakes. But was that really the reason why the Ligiers were two seconds slower in a game where tenths of a second make all the difference ?

For some poeple, the answer lies in tyres. Now that Ligier are no longer in contention for the World Championship, and may be changing to Michelin next year anyway, are they getting the same service as Brabham and Ligier ?

Mario Luini



JARIER DRIVING FOR LIGIER ?

Jean-Pierre Jarier was in fine form at Imola. He may have been trying to impress Guy Ligier into giving him a drive in 1981, but he also proved that he's one of the most stylish drivers in Formula One. *« I really like Imola »*, said Jarier. *« I enjoy it. »*

Basic results don't really tell the story. He was twelfth on the grid and retired in the race. Scarcely a fine record, nor much of a reward considering his performance. Perhaps it's better explained. He might well have done better in practice than twelfth, for the engine was down-on-power during the saturday afternoon qualifying session. He was seventh during Friday morning session.

He was heading for fourth place, even third, during the race. Jarier, Arnoux and Andretti had a tremendous battle during the Italian Grand Prix. Jarier managed to get past Andretti, although

JABOUILLE GETS PHILOSOPHICAL

Having himself failed to qualify at Imola by a wide margin, Jan Lammers came across Jean-Pierre Jabouille in the paddock after the Italian Grand Prix. Jean-Pierre had been virtually within sight of the finish when transmission trouble robbed him of third place. Better than anyone, perhaps, Lammers knows what it feels like to be so disappointed after putting in so much effort. *« It's terrible »*, he said to the Franchman. *« Why do we have to be so unlucky ? »*

Incredibly, Jean-Pierre looked a lot less disappointed than Jan ! He didn't seem to be upset in the slightest about his misfortune. Turning to the Dutchman with a wide smile, he said, in his hesitating English, *« the gearbox broke. It's not very important »*.

Why not so important ? After so many setbacks like this, could it be that Jabouille had accepted today's retirement as just another chapter in what is becoming a major volume of disasters ? Or could it be that the loss of third place doesn't mean much to a driver who has twice experienced Grand Prix success and who never thinks in terms of anything less ? Jabouille's evident detachment certainly owed something to both these factors.

But above all there was a third consideration to be borne in mind. *« I really don't care »*, he insisted. *« I'm much happier for these things to happen this year than next. The more problems we have this year, the better we'll be able to sort them out in time for next year...*

« I had a problem, he was quicker than me in a straight line », and began to challenge Arnoux. For a long time he was unsuccessful : *« he had 25 extra brakehorsepower available, so I couldn't even try and overtake him. »* But on the 47 th lap, he finally managed to get past the Renault, moving into fourth place behind Jabouille. Only one lap later, he was in trouble. The fight was taken out of him as he struggled. *« I had brake problems, there was a fluid leak or it was boiling. The rear wheels locked up and I spun. Arnoux passed me again. I pumped the pedal after that, but after a while, it went to the floor. I couldn't race like that so I retired. »* There were on six laps left.

Suddenly Jarier and Tyrrell were frontrunners again. It wasn't simply that Jarier was trying to impress Ligier. *« For the first time in recent races, the car wasn't porpoising »*, explained Jarier. *« We weren't very quick through the corners because we'd set up the car with little douwnforce for greater straight-line speed. With less downforce, the car didn't porpoise. »*

and this will improve my chances in the World Championship next year. »

Victory in Austria was more than enough to underline Jean-Pierre Jabouille's intrinsic faith in himself as a driver. In the week before the Italian Grand Prix, he signed a fresh contract for 1981 with the Renault team. All he thinks about now is 1981.

He believed in his chances even more strongly on saturday, when he just failed to get pole position. *« I had to run over a kerb to avoid Lees's Ensign at one of the chicanes. The car bounced up in the air and the handling at the front has been ruined. It's stupid. I was about to get under 1 m 34 s. I managed 1 m 34.4 s after only a couple of laps on the soft tyres. It would have been no problem. »*

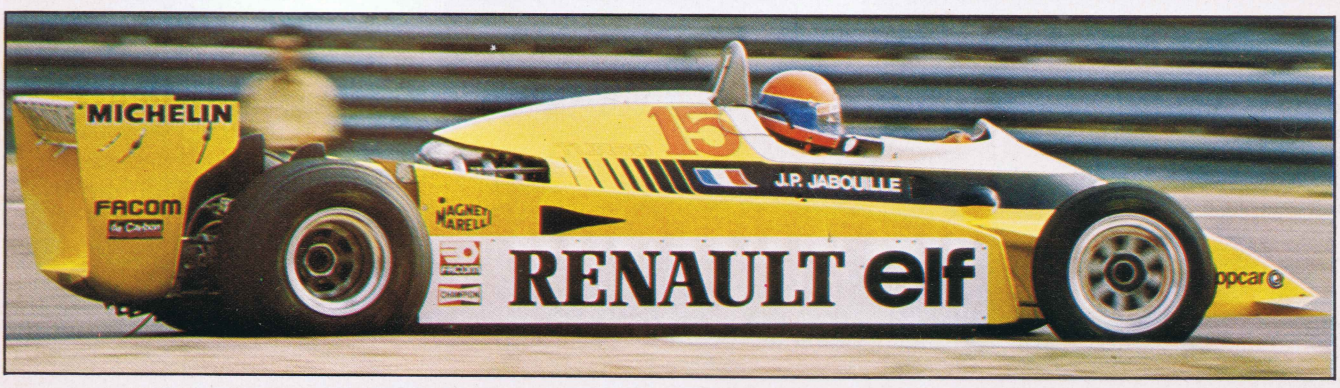
« René was finding it a bit more difficult », confessed Gérard Larrousse. *« Jean-Pierre really did have pole position within his grasp. »*

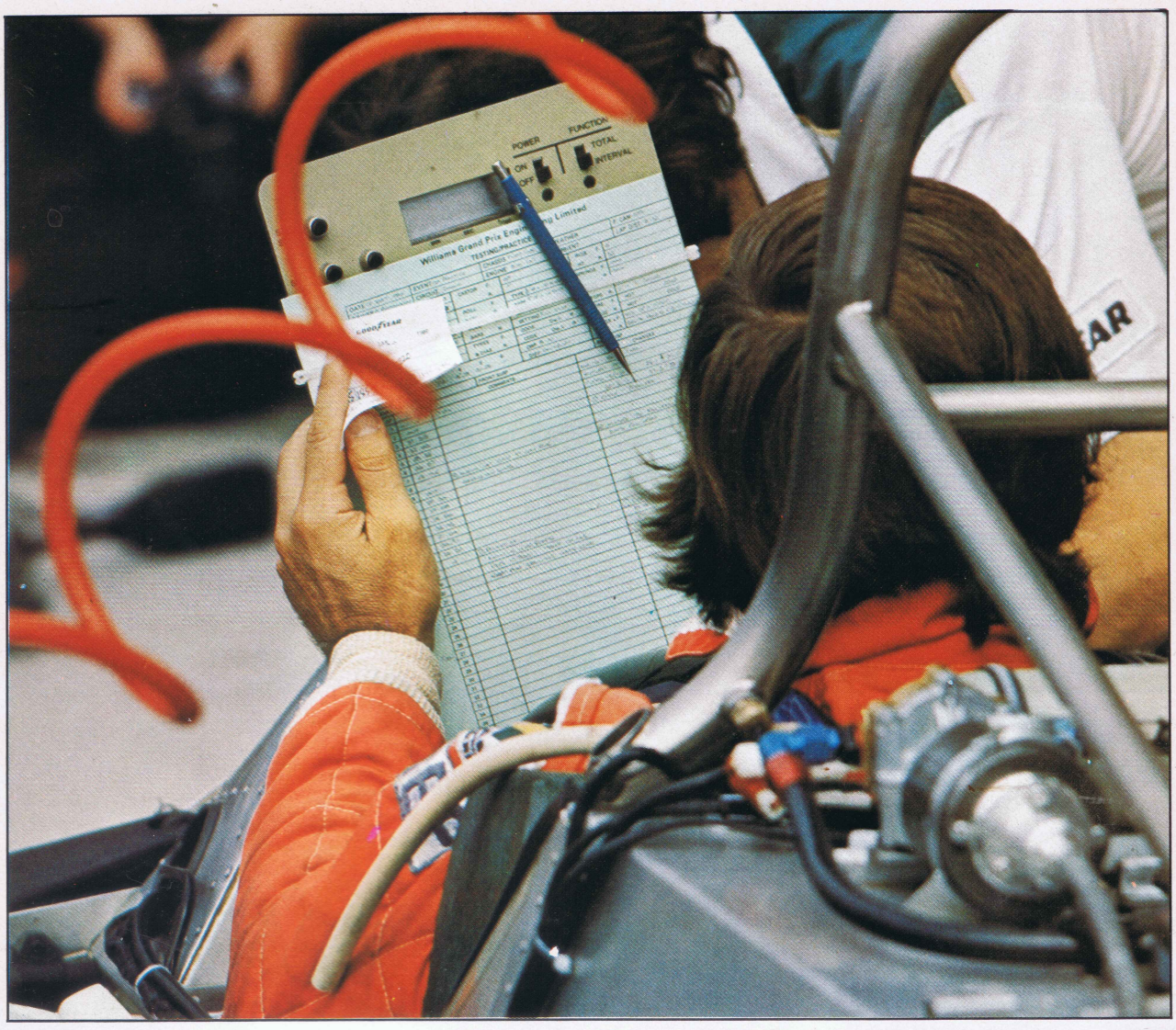
After the Sunday moning warm-up, all of Jabouille's confidence had returned. He was thrilled with his car's handling, full of the optimism which has helped him to forget all his past disappointments. One hour before the race he was already saying *« the car is great. If I don't break down, I'm going to win ! »* But if his gearbox hadn't let him down, would Jabouille really have won the Italian Grand Prix ? At best, he would have been third, because he obviously couldn't hold off Piquet or Jones. The Brabham shot past on the fourth lap, and although the Williams didn't come through until half distance it didn't have any trouble finding a way past. Further bak, Arnoux was putting up a desperate (but very impressive) struggle to hold off both Andretti and Jarier.

So whywere the Renaults that had been so dominant in practice so disappointing in the race ? *« Tyres and weight, »* Jabouille glumly admitted. What he meant was that the race tyres had not been as good as the ones used in practice, when the Renaults had been fitted with a new construction tyre which Michelin felt had not yet done enough testing to be able to risk using in a race. He also meant that the lightness of the Brabham and the Williams gave them a big advantage over the Renaults, which are even heavier at the start of a race because of the extra fuel they must carry. And weight is an insuperable handicap on a circuit where braking is so important.

« On top of that », added Jabouille, *« the hrottle lag was a problem. I'm sure it was worse because of the heat »*.

It will be hot in Argentina and South Africa, where the first two races of the 1981 season are to be run — according to the provisional calendar — in January next year. But Jean-Pierre can't wait for these two races, because he hopes to win them. That's why he was smiling on Sunday. He really believes in his chances.





REUTEMANN SAYS « I SHOULD HAVE WON »

Carlos Reutemann wasn't very pleased with himself after the race. Not at all happy. It was the kind of dissatisfaction one feels when an opportunity has been missed : basic frustration.

Reutemann and team patron Frank Williams spoke on the telephone the day after the Italian Grand Prix. Frank was in England by then. Carlos told him, *« I don't like saying this kind of thing, and I don't say it very often, but I should have won this race »*.

He'd finished third in the race, but for Carlos, it brought little joy, even though it was a fine result considering he'd been last on the first lap. What had happened ? *« When I selected second gear after the start, there was just no power. Half the field swallowed me up and then I found that I had no fourth gear. Then I was knocked off by Rosberg at the second last corner. I was right on the grass. I couldn't believe it. From third on the grid, I was last at the end of the first lap. »*

Whatever he thought of his chances of coming up through the field, a win would seem out of the question. And many people had thought of him as favourite to win the Italian Grand Prix. That was because few people reckoned that the Renaults had much of a chance. They may have been fastest in practice but they were heavier and the heat wouldn't help them either. Reutemann seemed the man most likely to win because throughout practice, at Imola in particular, he'd seemed perfectly happy, like a fish in water while his teammate, Alan Jones, seemed more like a fish out of water.

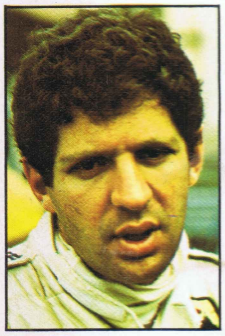
From a driving point of view, Alan had a difficult week-end. He was perfectly frank in explaining the fact. But he was confident on Friday. *« I could still be quicker on certain parts of the circuit. But I must admit that I haven't really got to grips with the circuit yet. »* Alan set sixth fastest time during saturday's practice, but again he wasn't happy. *« I still don't feel that I've really got in the rhythm. I can't seem to find the limit here. »* It wasn't really surprising that he couldn't get on with the circuit, because, as he said after the first practice session : *« I hate this circuit. It's stupid, too artificial, the worst circuit that I've ever driven on. There are too many chicanes. It's dreadful. »* Jones is well-known for his bravery and precision in long, fast corners.

On the other hand, Carlos Reutemann was in his element. He was as intense as ever, but very precise and delicate in his driving. It paid off. He was the fastest non-Renault driver.

His drive after his first lap adventures proved that he could have won the Italian Grand Prix. The lack of fourth gear obviously hindered him, and a broken exhaust during the final third of the race caused a certain loss of power. Even so, he fought back up to third position and a place on the rostrum. But for that second gear, the result might have been very different. But history can't be rewritten, and the Argentine was unhappy about that.

FREE REIN

BY JODY SCHECKTER



Accidents only happen to other people ; that's what most drivers tend to think. Even when you try improve safety, or you work within the GPDA to try and change circuits in order to eliminate the more dangerous parts, you still don't think that it's going to be because you're going to have an accident there. Most people feel that they are immune from dangerous accidents.

But now I feel that all my safety work has been worthwhile after all. I've now benefited from a circuit improvement that I asked for, a wall that they put up at Imola on the outside of the corner at the end of the straight.

I crashed at this point during practice, and hit the wall. I've no doubt, now, that that wall saved my life.

I'm sure that it was the biggest accident I've had in racing. The impact was so great that it broke off two wheels, it knocked the oil tank off, it knocked all the bodywork off, it knocked the gearbox off the back of the car and it broke the engine to the extent that the camshafts were exposed. Even the concrete wall was broken. But if there had been guardrail there, it could have been worse. The rail might have opened up and that could have been fatal.

I suppose I can thank myself for putting that wall there.

I'm lucky that the Ferrari is as strong as it is. I hit the wall square on. Front and rear suspension came off, or rather the rear suspension held up so well that it tore the gearbox off the engine. That's incredible because it's an aluminium casting. That evening, I played tennis. I couldn't really believe how lucky I'd been, especially after an accident like that. I had a very sore neck and one foot was painful but that was all. It was incredible.' The cause of the accident ? It was my fault exclusively, but I must explain that an accident is normally a combination of circumstances. You have to run with a lot of downforce on the front of the car at Imola. This makes the car very twitchy. Normally, you couldn't drive the car like that on any other circuit, but at Imola, you have to set the car up that way. There are one or two places that the car is twitchy, but that's not a problem.

One of those places is where I crashed. It's quite bumpy there. I'd just left the pits so the tyres were still cold. I didn't go into that section very quickly for that reason. I turned, I lifted off, put the brakes on, the car twitched over two or three bumps and spun straight into the wall.

So it was the combination of the twitchy car, the bumps and cold tyres... and I crashed. It caught me out, and a man of my experience shouldn't have been caught out.

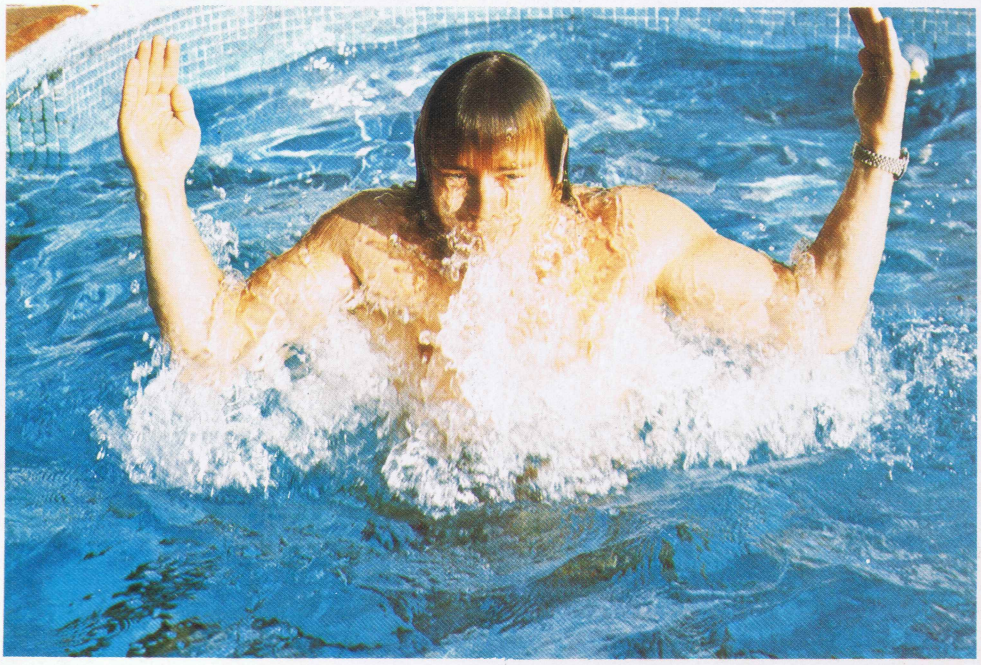
The thing you think about is that it would be unfortunate to have an accident, even stupid, so close to retiring. I would be upset if I was badly hurt at the end of my racing career. But I don't think that I was tempting fate. I'm racing until the end of the season, and if I have an accident, it's part of racing. That's life I suppose.

Some people were surprised to see me racing again the next day. They saw what was left of the car, and wondered how I could get back into a racing car. But I wasn't tempted simply to quit there and then in case I should have a similar accident during the next two Grands Prix. I drove the next day, and I raced in the Grand Prix. I went out and my neck was pulling all over the place, and I knew that I was making some small mistakes. I wasn't driving as well as I might. But it wasn't a problem driving again. I've never had a problem getting back into a car after an accident.

I must say that I was under no pressure from the Ferrari team. It was my decision to go out and practice again. Many teams put a lot of pressure on their drivers to get back into the car, however they're feeling. But I've never had that problem with Ferrari. If I don't want to drive, I don't. They'd even make an excuse for me, although I'd never do that. It would be the worst thing in the world. I felt I had to drive at Imola, and got on with it. I wasn't certain that I'd be able to finish the race, but I tried... and I finished. I'm going to stick to my decision to drive for the rest of the season.

JODY SCHECKTER

FERRARI ADDS SAUCE PIRONI



Didier Pironi wasn't too happy with Ligier but was wooed by Ferrari. Now he's decided to join the famous Italian team. Most people's image of Pironi is of a cold, lucid but determined driver. Is he really devoid of feeling ? Under the circumstances, he can't help but react to those feelings. They reveal more than his sedate image of himself would lead one to suspect : certain Latin pecularities which make one realise that Pironi is more sensitive and instinctive than one realises.

As luck would have it - is it really luck ? - Ferrari's new French driver has an Italian sounding name. There's no doubt that Italians already enjoy hearing the name, it brings joy to their hearts. The country as a whole is crazy about motor racing. They'll soon accept and know Didier Pironi, native of their country, as though he'd lived there all his life. And he'll chat with them in their native language, when he has a mind to do so.

To accept Didier Pironi doesn't necessarily mean to know him. It's not the same thing. Didier's personality is complex and hard to understand. It may be deliberate or by accident, but he doesn't open up and allow people to see the various different sides to his character. His racing style, technique and results may inflame the passion fo his Italian fans, but his performance on the track has to be matched by his personality. Niki Lauda, for example, was an expert on the track, but the fans weren't keen on him as a person. They accepted him as a champion, but he wasn't popular.

What are Didier's chances on this front ? It depends on what sort of results he gets, of course, but also his attitude to the public. However, those who watch him closely have always been charmed by his personality. That's because he shows flair and determination in his racing. Also because he has competition written all over him. He personifies competition.

Pironi : he's been racing for years in one way or another. At 28 years old, he's had virtually the same number of years of competition. He's an intelligent, lucid and realistic driver, who uses those qualities to fulfil his ambitions. Yet at the same time, he embodies various contraditions. He's incredibly determined, yet he's shy. The latter causes him to appear distant, which in turn makes one believe that he's a thinker.

Whether it's because of reserve or a lack of confidence, shyness is generally the sign of a character who tries to avoid any sort of confrontation. The person prefers to remain alone. Yet oddly enough, Didier's life has been spent seeking confrontation of various kinds. Since he was a child, he's looked for confrontation in swimming pools, on the athletic field and sculling.

Those two different views - the reseve and searching for confrontation - finall combine to a single aim. Simply because the competition is everyone else. That's not meant in the warlike sense of the word, but the desire or need to assert oneself.

Swimming, athletics, rowing, they were soon left behind. Physically, he did well and

often won races in these sports, but they brought him little pleasure, these relaively easy wins, because they weren't exploiting his potential. He didn't simply have the physique to be an athlete, he had a head which he wanted to use as well. But then Didier Pironi discovered motor racing. It combines a high standard of technical ability as well as sport, and both are very demanding at the same time. Motor racing was clearly the ideal way of expressing himself, because it fulfilled all his demands.

But motor racing still doesn't satisfy his need for activity. He may race on motor race circuits, but he also races in life. Every half day is important, and Didier makes full use of them all. The way he spent his time after the Dutch Grand Prix is a good example. On the Monday, he was in Geneva where he's soon to live for reasons one can guess, *« and for the view of Mont Blanc, »* he adds with typical irony. He was in Monaco on Tuesday for

Essex's party. It was Paris on Wednesday *« to see to a few things. »* Back to Geneva on Thursday to see Marco Piccinini. Another quick trip to Paris, and then the weekend in St Tropez where he's currently setting up the marketing operation for the importing of Abbate speedboats. A little water skiing, lunch beside the sea, a Borg-McEnroe tennis final on TV : something on the go all the time. Then it was back to Geneva on the Monday to go and see Marlboro's people in Lausanne the next day, and meet Piccinini on Wednesday in Geneva to tell him what he'd decided about driving for Ferrari : Yes.

Pironi admits that it wasn't simply because the equipment is superb. There's also the fact that he was asked if he'd drive for Ferrari, and that doesn't happen every day.

But let's hear what he has to say about the team as it is. *« Ferrari has tremendous technical and financial potential, unrivalled. It's already the best team of all, and it's going to be even better because a new test track is to be built. Marco Piccinini talked to me about future projects and the things the team is going to do in the future. There are fabulous plans for cars and engines, and that had a lot to do with my decision. I met Scheckter and Ickx at Monaco and I asked them about Ferrari, I told them about the decision that I was having to make. They were both quite categorical : « You've got to join. » That's when I was virtually sure. Furthermore, there's a certain amount of doubt concerning Talbot at the moment, their plans for next season. »*

And there are the human reasons for this decision. Naturally, there's the tremendous prestige of driving for Ferrari. Imagine having the Commendatore on the phone, after you've decided to join, and the great man says *« I'm glad you will be driving for us. We need young fellows like you »* Even the coldest heart would feel a glow.

Another factor is the problems that Didier's had this season in the Ligier team. This is how he felt after the British Grand Prix, when pit stops and a superb drive were the features of the weekend. *« I felt dreadful immediately after the race. I was really depressed. For one thing, I realised that I had no hope of winning the World Championship. I also felt that the team no longer had any confidence in me. I had to stop twice because of the wheel rims. I tried as hard as I could in order to finish in the points because I'd already been deprived of the lead. And what did I hear afterwards ? If I had driven a little more carefully, if I hadn't driven over the kerbs and if I'd been a little more intelligent, I wouldn't have got a puncture. And the team wasn't saying it to me but to journalists. You can imagine what I thought of that »*

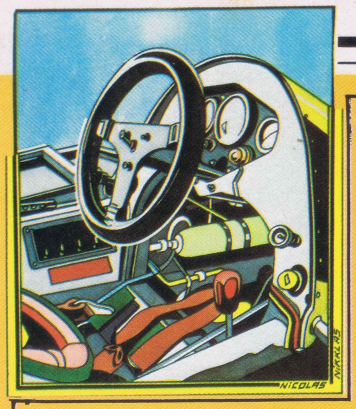
Didier quickly learnt all about the technical qualities of the Ligier team when he joined them and what it was doing, but he wasn't totally accepted by the personnel. Furthermore, he wasn't sure of them, and he found the spirit rather overwhelming. It's strange that sometimes people reckon that Ferrari is less Latin-blooded than Ligier.

Didier asked to be placed on a similar footing as Laffite in 1981, but they said no. *« It wouldn't be right for Laffite to be paid more than me next year »;* So he's left them, explaining as logically as he could what might appear to be a decision taken on a whim.

But Ligier's Gerard Ducarouge is quite positive about his departure. *« I'm sorry he's leaving, but I think as much of him as ever »*, said the team manager. *« Nothing has changed between us ».* □

elf
ABBATE
TL 486270 E

In the cockpits



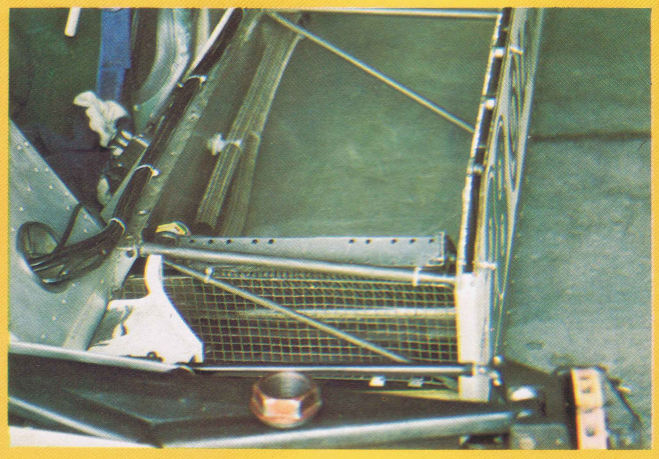
PARMALAT BRABHAM

Brabham-Ford BT 49/9 :
Nelson Piquet (BR)
Brabham-Ford BT 49/6 :
Hector Rebaque (MEX)
Brabham-Ford BT 49/7 :
spare.

Nelson Piquet had a new but unmodified chassis at his disposal in order to maximise his chances of taking the World Championship in the final sprint over the next three races. Gordon Murray was particularly confident at the end of the weekend, despite a few... well, seven actually, spins performed by the determined Nelson during practice. The new suspension which first appeared in Holland appears to have given the Brabham that little something that it lacked previously. The car would now appear to be superior to the Williams.

The Brabham team had decided to stop using the Weismann gearbox in order to gain complete reliability during the final phases of the championship. Rebaque's car was also fitted with the new suspension so successfully debuted by Piquet in Holland.

The Brabham is right on the weight limit and this, plus a wise choice of brake pads, immunised them from any brake trouble. Rebaque drove a good race. He lay in fifth place after a third of the race, but broken suspension caused his retirement after a promising drive.



SAUDIA LEYLAND WILLIAMS

Williams-Ford FW 07/09 .
Alan Jones (AUS)
Williams-Ford FW 07/08 .
Carlos Reutemann (RA)
Williams-Ford FW 07/07 :
spare.

Jones was driving chassis 09 again, the car that was crashed during practice for the Dutch Grand Prix, now repaired. As usual, Alan spent most of practice jumping from his race car to the spare as he tested various different set-ups. The cars sported no modifications at Imola, but had the radiators mounted in their forward position. Alan had some brake trouble during practice, but reckoned that he had a good chance for the race. He expected there to be a lot of retirements, and that he would be able to pile on pressure towards the closing stages. But his brakes weakened at half distance, just as he was beginning to chase after Piquet.

Carlos Reutemann was superb in practice, taking third place on the grid from Giacomelli. He set the fastest time during Sunday morning's warm-up, and was generally regarded as race favourite. But when he changed into second gear at the start, he found himself without power and within a lap, was in last position. His climb back up to third, without fourth gear but a broken exhaust, was one of the features of the race.

FERRARI SPA

Ferrari 312 T5/046 :
Jody Scheckter (ZA)
Ferrari 312 T5/048 :
Gilles Villeneuve (CDN)
Ferrari 312 T5/043 and 045 :
spares.
Ferrari 126 C/049 :
Gilles Villeneuve (CDN)

Both drivers started practice in T5s, partially because Villeneuve wanted to make sure he qualified, and partially because new heat exchangers for the turbo 126 C were still unfinished. The older cars appeared to be going well, partially because of new Michelins, and partially because the circuit itself particularly suited radial tyres' qualities under braking and acceleration.

On Friday, Scheckter was caught out by cold tyres and had the worst accident of his motor racing career. The Ferrari was destroyed, although the cockpit stood up well to the impact, preventing the driver from suffering anything worse than a stiff neck, although that bothered him for the rest of the weekend. The Ferraris may not be competitive enough, but the cars once more proved to be strong in protecting the driver in case of accident.

Two cars were delivered to the circuit on Saturday morning. One was the long-awaited turbo the other, chassis 043 which became Scheckter's race car. Gilles qualified well in the 126 C which is described elsewhere in this issue, but started the race in his T5.

His accident in the race was huge. A tyre exploded, possibly because of debris on the track which had already caused Brambilla to crash a lap earlier. Gilles left the track at around 175 mph, in exactly the same place as Scheckter crashed on the Friday.

Jody drove a good race, especially considering the pain from his neck which prevented him from going even harder.

Essex Lotus

Lotus-Ford 81/1 :
Mario Andretti (USA)
Lotus-Ford 81/3 :
Elio de Angelis (I)
Lotus-Ford 81/4B :
Nigel Mansell (GB)

Andretti's chassis had finally been fitted with the strengthening around the uppepart of the cockpit as used on the other cars. On Friday, Andretti and De Angelis each tried a different side pod configuration. Mario used the standard type, Elio's was the lower model as used at Zeltweg. That didn't solve anything, so the Italian's car was put back to standard for Saturday's sessions. Andretti qualified a promising tenth quickest, but Elio was worse off after going off the track in the morning and the engine losing power in the afternoon.

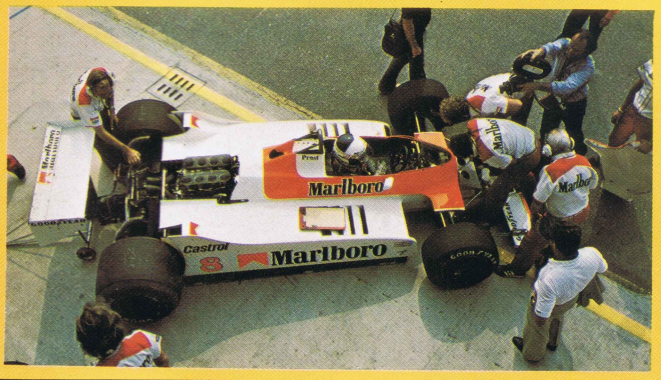
Mansell was even more unlucky. He had a mild accident shortly after practice started on Friday morning, but then his abandoned car was irreparably damaged when Winkelhock's Arrows had a similar accident only to crash into the Lotus. Mansell was finally allowed out in the spare on Saturday afternoon but didn't qualify it.

One small record for Lotus : nothing broke on the cars throughout the entire weekend at Imola.

Marlboro McLaren

McLaren-Ford M 30/1 :
Alain Prost (F)
McLaren-Ford M 29/2 :
John Watson (GB)

The new M30 had been slightly altered, modifications including a smaller rear anti-roll bar. Prost had a lot of trouble with the brakes which caused a lot of vibration, so he tried a lot of different adjustments in order to cure it. His clutch broke during the final qualifying session, but his time up to that moment was just good enough for a place on the back row of the grid.
Watson used all his good tyres on the Friday, and was unable to improve on his time on the Saturday, even though he felt he could.
During the race, Watson was well up when a wheel bearing overheated which in turn caused the brakes to suffer. After a trip onto the grass, Watson retired. Prost and Jacques Laffite had a tremendous battle, but it was at the back of the field. Brakes and heavy steering prevented him from driving as quickly as he would have liked.



Candy Tyrrell

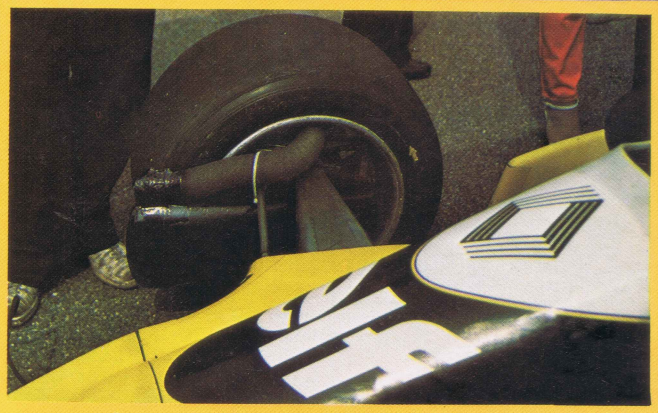
Tyrrell-Ford 010/5 :
Jean-Pierre Jarier (F)
Tyrrell-Ford 010/4 :
Derek Daly (IRL)

Chassis number two was destroyed in Daly's huge accident at Zandvoort, so Derek had a new chassis, number four. His constant problem throughout practice was roadholding. Porpoising was the main trouble, and Derek suffered a badly bruised knee as it was constantly bumped against the steering column. Furthermore, he had more brake trouble which, with Zeltweg and Zandvoort experiences still clear in his mind, must have dampened his enthusiasm considerably.
Jarier had a valve spring break on the Friday,and the engine was down-on-power on the Saturday.
During the race, both Daly and Jarier had problems with the brakes. But Jarier drove a tremendous race up to fourth place until the brake pedal began to go straight to the floor. After a spin, he decided to retire as it was obviously pointless to continue without any brakes at all. Daly's race ended in the barrier.

Denim Osella

Osella-Ford FA1/3 :
Eddie Cheever (USA)

Osella brought their new car to Imola. From the outside, it looks very similar to the old car, but a detailed look reveals a number of alterations. The monocoque is eight centimeters narrower which allows for greater side pod wing area. After testing at Monza, Cheever declared himself pleased with the car. The extra downforce generated meant that front nose fins and rear wing could be eased off, and that produced an improvement per lap of half a second.
Cheever's engine broke on Friday and the fuel pump drive belt broke the next day but Eddie got the car back to the pits without further damage. Enzo Osella was busy in the pits, worried about the brakes and the engine overheating, caused by a new, single water radiator which is even smaller than that on the Williams.
Between warm-up and race, Osella cut open the engine cover in order to improve cooling. Cheever had to pit on the third lap of the race, because of a brake fluid leak. He lost three laps while it was being fixed, but then drove the car to the finish.



Renault ELF

Renault RE 23 :
Jean-Pierre Jabouille (F)
Renault RE 25 :
Rene Arnoux (F)

The Renault team realised that brakes were going to be the problem at Imola, and the engineers began testing a number of variations long before practice started. Various different types of standard discs, AP ventilated discs and special brake pads were tried. Big air ducts were fitted to cool the discs. A new engine cover was fitted to each car. Arnoux was in trouble on Friday morning when his gearbox failed for exactly the same reason as Jabouille retired in Holland.
Jabouille's only problem was porpoising which was worse than ever at Imola. The drivers weren't particulary in favour of the circuit with its chicanes, and they reckoned that their turbo engine wouldn't pull well out of the slow corners. However, the Renaults were fastest of all, proving that the cars are competitive on nearly all circuits.
Jabouille thumped a kerb at the tight Acqua Minerale chicane when held up by Lees and that damaged his front track. So Arnoux pinched pole position off him during the final minutes of practice. He used four sets of soft tyres to ensure that the Renaults were on the front row, for Giacomelli and Reutemann were faster at that time. But it was another story during the race. Arnoux chose harder tyres than Jabouille and was soon slowed with understeer. Then a rear shock absorber mounting broke at half-distance when he was lying fourth, and he slowly dropped back. Jabouille led at first but both Piquet and Jones overtook him. He held third place for the second half of the race before his gearbox let him down and he retired within sight of the chequered flag.

Ats Wheels

ATS-Fort D 4/06 :
Marc Surer (CH)
ATS-Ford D 4/05 :
spare.

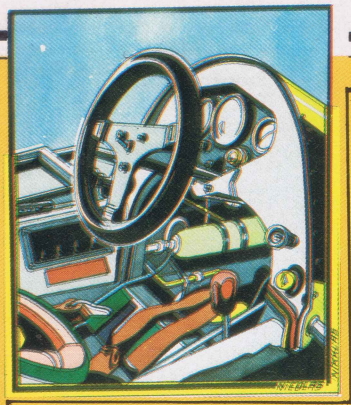
The team has no engineer, and there's a bad relationship within the team because Gunter Schmid has said that he doesn't want Marc Surer to drive for him next year. Consequently, miracles couldn't be expected from the ATS. The car still lacks grip. Surer did a number of comparative tests with the spare car, but didn't do as much as Jo Ramirez, the chief mechanic, would have liked. Ramirez now looks after most of the more important functions within the team.
Surer qualified on the back row and was last for a while. Then he was caught up in the Prost-Laffite duel. But the engine overheated and he had to retire.

Unipart Ensign

Ensign-Ford MN 180/14 :
Jan Lammers (NL)
Ensign-Ford MN 180/12 :
Geoff Lees (GB)

The Ensigns don't turn into the corners well, don't change direction well, and generally suffer from a lack of downforce. Furthermore, at Imola, they suffered from mechanical trouble. Lammers lost most of one day's practice while the mechanics spent more time searching for a gearbox oil leak than it would have taken to change the engine. Lees's car suffered from a fuel pick-up problem, and he had to try and qualify without fourth gear for the last 20 minutes of the session Neither car qualified.

In the cockpits



WARSTEINER ARROWS

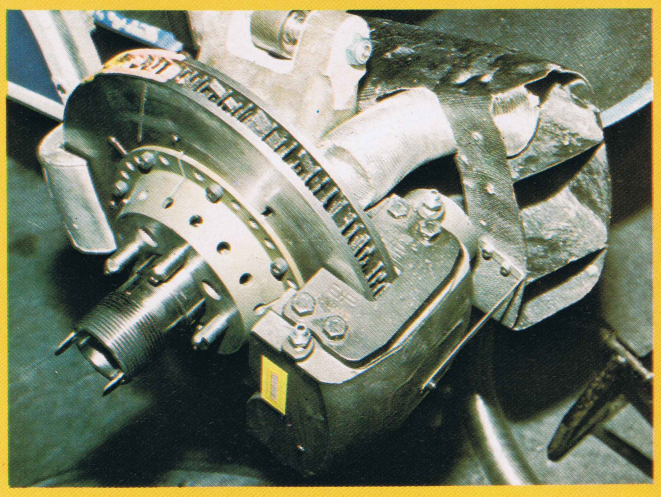
Arrows-Ford A3/5 :
Riccardo Patrese (I)
Arrows-Ford A3/4 :
Manfred Winkelhock (D)

Tony Southgate may have left the Arrows team, but it didn't stop Arrows from making more progress at Imola. Soughate is considered to be one of the most experienced men in Formula One, as he's demonstrated quite often, and in particular when Jarier was with Shadow and was frequently a front-runner. He was the loser in the inter-team disputes. Manfred Winkelhock stepped into Mike Thackwell's shoes as Jochen Mass's replacement, the experienced German still not completely recovered from his Austrian accident. Winkelhock crashed on Friday morning, unfortunately into Mansell's already abandoned car. The Arrows was badly bent and Winkelhock didn't drive until the next day, and was unable to qualify.
Despite persistent engine trouble, Riccardo Patrese qualified in a tremendous seventh place on the grid. He was doing equally well in the race, but he touched Andretti in the Acqua Minerale chicane, bent up a nose fin and that affected the engine heating, heralding retirement.

SKOL FITTIPALDI

Fittipaldi-Ford F8/02 :
Emerson Fittipaldi (BR)
Fittipaldi-Ford F8/03 :
Keke Rosberg (SF)

Rosberg had a new chassis to replace the one damaged during his practice accident at Zandvoort. The accident was caused by broken suspension, in turn caused by soft brake pads which wore quickly and resulted in bad vibration. Emerson was held up by a fuel leak in practice which restarted during the warm-up. The Fittipaldis were more competitive than they had been in Holland. Rosberg was delayed during the first lap but stormed up through the field to a rewarding fifth place. Fittipaldi had a brake fluid leak. The fluid got onto his right rear tyre and he spun which ended his race.



LIGIER GITANES

Ligier-Ford JS 11/15 - 03 :
Jacques Laffite (F)
Ligier-Ford JS 11/15 - 04 :
Didier Pironi (F)
Ligier-Ford JS 11/15 - 02 :
spare.

The Ligiers appeared at Imola in their ''Kyamali'' aerodynamic set-up, but that didn't appear to be very efficient. So the cars were changed to the ''Long Beach'' set-up, yet they still weren't competitive. The drivers complained of a general lack of grip which in turn caused lack of traction and incurable oversteer, with or without more downforce. Furthermore, Laffite's engine broke on Saturday morning.
There was still no grip during the race, the Ligier drivers decided to start with a hard compound tyre on the right rear wheel, but it was a bad choice : the tyres went off quicker than the others ! Both drivers suffered brake trouble and that caused them both to spin.
Even so, Pironi managed to pick up an unexpected point in the World Championship.

RAM McDONALD

Williams-Ford FW 07/02 :
Rupert Keegan (GB)

Howden Ganley has been replaced by talented young Adrian Reynard as technical advisor to the team. Reynard is principally know in club racing in England, with a fair amount of success both as driver and designer of FF 2000 cars. However, he got down to the task of sorting out Keegan's Williams, and managed to iron out the understeer from which the driver's been suffering for some time.

ALFA ROMEO AUTODELTA

Alfa Romeo 179/06 :
Bruno Giacomelli (1)
Alfa Romeo 179/04-7 :
Vittorio Brambilla (1)

The biggest novelty in the Alfa Romeo pit at Imola was their V8 turbo engine tucked awy in a corner of the garage. However, it was obviously there for show, because all three cars were basically the same as usual.
There was one modification however, for the side pods were now flat in front of the rear wheels, although there was a still a vertical fin at either extreme. In spite of a spin on Friday, Giacomelli reckoned that he could take pole position, or at least, get one the front row. He failed on both counts, although he had on perfect lap, without being held up and being on the limit all around the track, only to run out of petrol in front of the pits. Brambilla, on the other hand, had gearbox trouble.
The Alfas didn't last long in the race. Brambilla picked up some metal debris which caused a puncture and subsequent accident. Giacomelli experienced the same thing, a lap later and in the same place, this time caused by debris from Villeneuve's crashing Ferrari. So the Alfas were out before they had really had a chance of proving themselves.